

## **4 Comments and Responses to the Draft EIR**

This section contains copies of the comment letters received on the Draft EIR on the 2001 Regional Transportation Plan (2001 RTP) and the responses to them. Each comment letter is numbered, and each individual comment is lettered in the right-hand margin. The pages following the letter list the responses to the comments using the same number-letter combination.

Where possible, the information and/or revisions suggested in these comment letters have been incorporated into the Final EIR. These revisions are included in Section 2 of this document.

All documents incorporated herein by reference are available for review at the MTC offices located at:

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

POST OFFICE BOX 47  
YOUNTVILLE, CALIFORNIA 94599  
(707) 944-5500

August 31, 2001



Ms. Ashley Nguyen  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

1

Dear Ms. Nguyen:

Draft Environmental Impact Report  
2001 Regional Transportation Plan  
for the San Francisco Bay Area

Department of Fish and Game (Department) personnel have reviewed the Draft Environmental Impact Report (DEIR) and have the following comments.

The mitigation discussion on page 2-78 for impact 2.5-3 states that "Consultation with the USFWS (U. S. Fish and Wildlife Service) shall be conducted at an informal level for transportation projects that could adversely affect federal candidate, threatened, or endangered species to determine the need for further consultation or permitting actions." The Department requests that similar language be incorporated in the EIR to provide for an appropriate level of consultation by the Department for State-listed, candidate, or otherwise special status species.

1

If you have any questions regarding these comments, please contact Mr. Eric Tattersall, Environmental Specialist, at (707) 944-5546; or Mr. Scott Wilson, Habitat Conservation Supervisor, at (707) 944-5584.

Sincerely,

Robert W. Floerke  
Regional Manager  
Central Coast Region

**LETTER I CALIFORNIA DEPARTMENT OF FISH AND GAME, AUGUST 31, 2001**

- 1-A The requested language regarding consultation with the Department of Fish and Game for State-listed, candidate, or otherwise special status species has been incorporated into the revised mitigation measure for Impact 2.5-3 in Section 2 of this document.



Winston H. Hickox  
Secretary for  
Environmental  
Protection

## Department of Toxic Substances Control

Edwin F. Lowry, Director  
700 Heinz Avenue, Bldg. F, Suite 200  
Berkeley, California 94710-2721



Gray Davis  
Governor

September 19, 2001

Ms. Ashley Nguyen  
Metropolitan Transportation Commission  
101 Eighth St.  
Oakland, CA 94607

2

Dear Ms. Nguyen:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) (SCH # 2001032141) for the 2001 Regional Transportation Plan (RTP) for the San Francisco Bay Area. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Resource Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project adequately addresses any required remediation activities related to a hazardous substances release.

After having reviewed the Draft EIR, there are several issues of concern that need to be addressed in the individual CEQA documents that will be prepared for future transportation projects under the RTP. For example, if buildings on residential, commercial, or industrial land need to be removed for construction purposes, historical assessments of the properties should be conducted to determine if chemicals were ever used or released. Depending on the results of the assessment, soil and/or groundwater sampling may be necessary. Similarly, the draft EIR notes that for a number of projects, the conversion of agricultural land to transportation use will occur. For these projects, a historical survey should also be conducted to determine whether pesticides were applied. If so, soil and groundwater samples should be collected in order to determine the chemical levels and extent of pesticide contamination. Likewise, if projects occur near waterways or bodies of water, the condition of the water should be reviewed for chemical content. The impacts of the specific projects from and to groundwater and/or surface water should be addressed. If hazardous substances have been released, they will need to be addressed as part of the projects.

2-A

2-B

2-C

For example, if the remediation activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4)

2-C



Ms. Ashley Nguyen  
September 17, 2001  
Page 2

risk of upset should be there an accident at the Site.

DTSC can assist lead agencies in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that such projects are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in future meetings where issues relevant to our statutory authority are discussed.

2-E

DTSC is currently administering the \$85 million Urban Cleanup Loan Program, which will provide low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. The program is composed of two main components: low interest loans of up to \$100,000 to conduct preliminary endangerment assessments of underutilized properties; and loans of up to \$2.5 million for the cleanup or removal of hazardous materials also at underutilized urban properties. These loans are available to developers, businesses, schools, and local governments. A fact sheet regarding this program is attached for your information.

2-F

Please contact Hodayune Atiqee of my staff at (510) 540-3816 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,



Barbara J. Cook, P.E., Chief  
Northern California - Coastal Cleanup  
Operations Branch

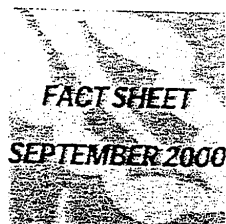
Enclosures

cc: without enclosures

Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Ms. Ashley Nguyen  
September 17, 2001  
Page 3

Guenther Moskat  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806



# Urban Cleanup Loan Program



## Overview

California is on the leading edge when it comes to programs and policies to stimulate the redevelopment of Brownfields – abandoned, idled or under-used properties where expansion or redevelopment is complicated by real or perceived environmental contamination. Frequently, these properties, once the source of jobs and economic benefits to the entire community, lie abandoned for fear of the contamination and the liability it implies.

The \$85 million Urban Cleanup Loan Program – which is currently under development by the Department of Toxic Substances Control – will provide new financial assistance tools to help developers, businesses, schools and local governments accelerate the pace of cleanup and redevelopment at these sites.

There will be two main components:

### Investigating Site Contamination Program

- Provides low-interest loans of up to \$100,000 to conduct preliminary endangerment assessments of underutilized urban properties.
- Loan repayment over a period of two years, if loan recipient buys the property.
- If property is determined not to be economically feasible to purchase, up to 75 percent of the loan amount can be waived by the State.

### Cleanup Loans and Environmental Assistance (CLEAN) Program

- Provides low-interest loans of up to \$2.5 million for the cleanup or removal of hazardous materials at properties where redevelopment is likely to have a beneficial impact on the property values, economic viability and quality of life of a community.

*Restoring contaminated property can help bring life and strength to a community. Making a once toxic area viable again means more jobs, an enhanced tax base and a sense of optimism about the future. Together, the programs that make up California's Urban Cleanup Loan Program will make it easier for such sites to be redeveloped and become vital, functioning parts of their communities.*

*For more information, call (916) 324-0706.*



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DEPARTMENT OF TOXIC SUBSTANCES CONTROL

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## The Voluntary Cleanup Program

In 1993, the California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) introduced this streamlined program to protect human health and the environment, ensure investigation and cleanup is conducted in an environmentally sound manner and facilitate the reuse and redevelopment of these same properties. Using this program, corporations, real estate developers, other private parties, and local and state agencies entering into Voluntary Cleanup Program agreements will be able to restore properties quickly and efficiently, rather than having their projects compete for DTSC's limited resources with other lower-priority hazardous waste sites. This fact sheet describes how the Voluntary Cleanup Program works.

Prior to initiation of the Voluntary Cleanup Program, project proponents had few options for DTSC involvement in cleaning up low-priority sites. DTSC's statutory mandate is to identify, prioritize, investigate and cleanup sites where releases of hazardous substances have occurred. For years, the mandate meant that, if the site presented grave threat to public health or the environment, then it was listed on the State Superfund list and the parties responsible conducted the cleanup under an enforcement order, or DTSC used state funds to do so. Because of staff resource limitations, DTSC was unable to provide oversight at sites which posed lesser risk or had lower priority.

DTSC long ago recognized that no one's interests are served by leaving sites contaminated and unusable. The Voluntary Cleanup Program allows motivated parties who are able to fund the cleanup – and DTSC's oversight – to move ahead at their own speed to investigate and remediate their sites. DTSC has found that working cooperatively with willing and able project proponents is a more efficient and cost-effective approach to site investigation and cleanup. There are four steps to this process:

- ✓ Eligibility and Application
- ✓ Negotiating the Agreement
- ✓ Site Activities
- ✓ Certification and Property Restoration

The rest of this fact sheet describes those steps and gives DTSC contacts.



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# The Voluntary Cleanup Program

## Step 1: Eligibility and Application

Most sites are eligible. The main exclusions are if the site is listed as a Federal or State Superfund site, is a military facility, or if it falls outside of DTSC's jurisdiction, as in the case where a site contains only leaking underground fuel tanks. Another possible limitation is if another agency currently has oversight, e.g. a county (for underground storage tanks). The current oversight agency must consent to transfer the cleanup responsibilities to DTSC before the proponent can enter into a Voluntary Cleanup Program agreement. Additionally, DTSC can enter into an agreement to work on a specified element of a cleanup (risk assessment or public participation, for example), if the primary oversight agency gives its consent. The standard application is attached to this fact sheet.



**Jack London Square Theater, Oakland:**  
Under the Voluntary Cleanup Program, a nine-screen theater was built atop a former Pacific Gas & Electric town gas site, creating a regional entertainment hub.

If neither of these exclusions apply, the proponent submits an application to DTSC, providing details about site conditions, proposed land use and potential community concerns. No fee is required to apply for the Voluntary Cleanup Program.

## Step 2: Negotiating the Agreement



**Romero Ranch, Santa Nella:** A Voluntary Cleanup Agreement enabled the Nature Conservancy to use the land to preserve natural habitat and promote wildlife development rights.

Once DTSC accepts the application, the proponent meets with experienced DTSC professionals to negotiate the agreement. The agreement can range from services for an initial site assessment, to oversight and certification of a full site cleanup, based on the proponent's financial and scheduling objectives.

The Voluntary Cleanup Program agreement specifies the estimated DTSC costs, project scheduling, and DTSC services provided. Because every project must meet the same legal and technical cleanup requirements as State Superfund sites, and because DTSC staff provide oversight, the proponent is assured that the project will be completed in an environmentally sound manner.

August 1999

The purpose of this application is to obtain information necessary to determine the eligibility of the site for acceptance into the Voluntary Cleanup Program. Please use additional pages, as necessary, to complete your responses.

<b>SECTION 1</b> <b>PROPOSER INFORMATION</b>	
<b>Proposer Name</b>	
<b>Principal Contact Name</b>	
	<b>Phone</b> (      )
<b>Address</b>	
<b>Proposer's relationship to site</b>	
<b>Brief statement of why the proposer is interested in DTSC services related to site</b>	

SECTION 2 SITE INFORMATION			
Is this site listed on Calsites?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
If Yes, provide specific name and number as listed			
Name of Site			
Address	City	County	ZIP
(Please attach a copy of an appropriate map page)			

SECTION 2 SITE INFORMATION (continued)

Current Owner

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone = (       ) \_\_\_\_\_

Background: Previous Business Operations

Name \_\_\_\_\_

Type \_\_\_\_\_

Years of Operation \_\_\_\_\_

If known, list all previous businesses operating on this property

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What hazardous substances/wastes have been associated with the site?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What environmental media is/was/may be contaminated?

☐ Soil                      ☐ Air                      ☐ Groundwater                      ☐ Surface water

Has sampling or other investigation been conducted?      ☐ Yes      ☐ No

Specify

\_\_\_\_\_  
\_\_\_\_\_

If Yes, what hazardous substances have been detected and what were their maximum concentrations?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## SECTION 2 SITE INFORMATION (continued)

Are any Federal, State or Local regulatory agencies currently involved with the site? <input type="checkbox"/> Yes <input type="checkbox"/> No			
If Yes, state the involvement, and give contact names and telephone numbers			
Agency	Involvement	Contact Name	Phone

What is the future proposed use of the site?

\_\_\_\_\_

\_\_\_\_\_

What oversight service is being requested of the Department?

☐ PEA    
 ☐ RI/FS    
 ☐ Removal Action    
 ☐ Remedial Action    
 ☐ RAP    
 ☐ Certification  
☐ Other (describe the proposed project)

\_\_\_\_\_

\_\_\_\_\_

Is there currently a potential of exposure of the community or workers to hazardous substances at the site?

☐ Yes    
 ☐ No    
 If Yes, explain

\_\_\_\_\_

\_\_\_\_\_

## SECTION 3 COMMUNITY PROFILE INFORMATION

Describe the site property (include approximate size)
Describe the surrounding land use (including proximity to residential housing, schools, churches, etc.)
Describe the visibility of activities on the site to neighbors

**SECTION 3 COMMUNITY PROFILE INFORMATION (continued)**

What are the demographics of the community (e.g., socioeconomic level, ethnic composition, specific language considerations, etc.)?

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**Local Interest**

Has there been any media coverage?

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**Past Public Involvement**

Has there been any past public interest in the site as reflected by community meetings, ad hoc committees, workshops, fact sheets, newsletters, etc.?

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**Key Issues and Concerns**

Have any specific concerns/issues been raised by the community regarding past operations or present activities at the site?

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Are there any concerns/issues anticipated regarding site activities?

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Are there any general environmental concerns/issues in the community relative to neighboring sites?

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**Key Contacts**

Please attach a list of key contacts for this site, including: city manager; city planning department; county environmental health department, local elected officials; and any other community members interested in the site. (Please include addresses and phone numbers.)

**SECTION 4 CERTIFICATION**

The signatories below are authorized representatives of the Project Proponent and certify that the preceding information is true to the best of their knowledge.

\_\_\_\_\_  
Proponent Representative

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

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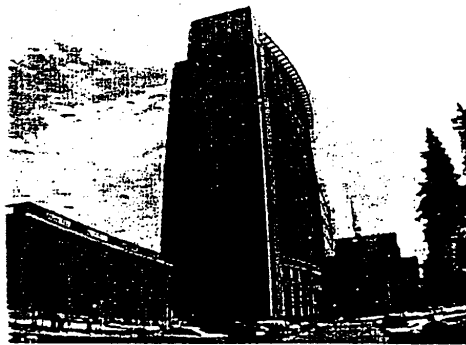
In the agreement, DTSC retains its authority to take enforcement action, if, during the investigation or cleanup, it determines that the site presents a serious health threat, and proper and timely action is not otherwise being taken. The agreement also allows the project proponent to terminate the Voluntary Cleanup Program agreement with 30 days written notice if they are not satisfied that it is meeting their needs.

### ***Step 3: Site Activities***

Prior to beginning any work, the proponent must have: signed the Voluntary Cleanup Program agreement; made the advance payment; and committed to paying all project costs, including those associated with DTSC's oversight. The project manager will track the project to make sure that DTSC is on schedule and within budget. DTSC will bill its costs quarterly so that large, unexpected balances should not occur.

Once the proponent and DTSC have entered into a Voluntary Cleanup Program agreement, initial site assessment, site investigation or cleanup activities may begin. The proponent will find that DTSC's staff includes experts in every vital area. The assigned project manager is either a highly qualified Hazardous Substances Scientist or Hazardous Substances Engineer. That project manager has the support of well-trained DTSC toxicologists, geologists, engineers, industrial hygienists, specialists in public participation, and other technical experts.

The project manager may call on any of these specialists to join the team, providing guidance, review, comment and, as necessary, approval of individual documents and other work products. That team will also coordinate with other agencies, as appropriate, and will offer assistance in complying with other laws as needed to complete the project.

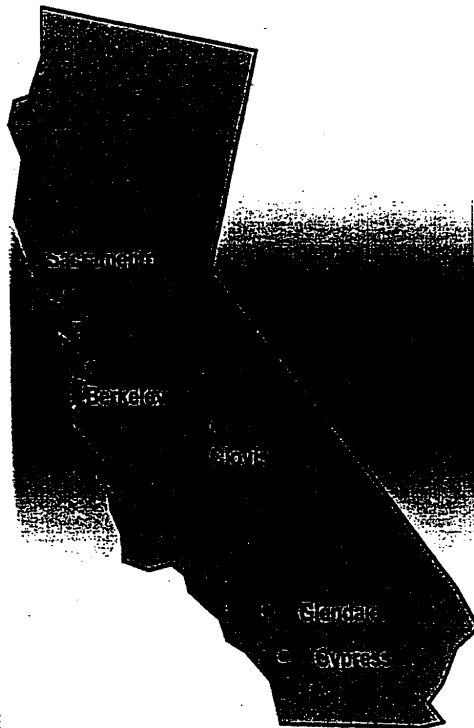


**The new Federal Courthouse, Sacramento: The largest construction project in the city's history benefited from the Voluntary Cleanup Program when cleaning up a railyard site.**

### ***Step 4: Certification and Property Restoration***

When remediation is complete, DTSC will issue either a site certification of completion or a "No Further Action" letter, depending on the project circumstances. Either means that what was "The Site," is now property that is ready for redevelopment or other reuse.

To learn more about the Voluntary Cleanup Program, contact the DTSC representative in the Regional office nearest you:



**DTSC office locations**

**North Coast California**  
Lynn Nakashima / Janet Naito  
700 Heinz Avenue, Suite 200  
Berkeley, California 94710-2721  
(510) 540-3839 / (510) 540-3833

**Central California**  
Megan Cambridge  
10151 Croydon Way, Suite 3  
Sacramento, California 95827  
(916) 255-3727

**Central California –  
Fresno Satellite**  
Tom Kovac  
1515 Tollhouse Road  
Clovis, California 93611  
(209) 297-3939

**Southern California  
(Glendale and Cypress)**  
Rick Jones  
1011 Grandview Avenue  
Glendale, California 91201  
(818) 551-2862

*Additional information on the Voluntary Cleanup Program and other DTSC Brownfields initiatives is available on DTSC's internet web page:*

<http://www.dtsc.ca.gov>

**LETTER 2     DEPARTMENT OF TOXIC SUBSTANCES CONTROL, SEPTEMBER  
19, 2001**

- 2-A     As noted in this comment letter, the issues it raises regarding historical assessments, surveys, or other requirements prior to implementation of specific future transportation projects under the RTP, will be addressed in the site-specific environmental review of those projects. Language addressing these comments has been incorporated into the revised mitigation measure for Impact 2.6-1 in Section 2 of this document.
- 2-B     Please refer to the response to comment 2-A.
- 2-C     Please refer to the response to comment 2-A.
- 2-D     Please refer to the response to comment 2-A.
- 2-E     Comment noted. MTC will consult with the Department of Toxic Substances Control (“DTSC”) on future projects regarding issues relevant to DTSC’s statutory authority as necessary and appropriate.
- 2-F     Comment noted.



**DEPARTMENT OF TRANSPORTATION**

P. O. BOX 23660  
OAKLAND, CA 94623-0660  
(510) 286-4444  
TDD (510) 286-4454



September 28, 2001

File #GEN004001  
SCH #2001032141

Ms. Ashley Nguyen  
Project Manager  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

3

Dear Ms. Nguyen:

**Draft Environmental Impact Report for the 2001 Regional Transportation Plan and the  
Draft Regional Transportation Plan for the San Francisco Bay Area – August 2001**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the 2001 Regional Transportation Plan (RTP), a policy and action document that will shape the future of the Bay Area's complex and varied transportation system for years to come.

We have reviewed the Draft Environmental Impact Report (DEIR) and the Draft Regional Transportation Plan for the San Francisco Bay Area – August 2001, and have the following comments to offer. Please note that most of the comments here are project specific, and relate to the RTP itself; comments on the DEIR are found at the end of this letter.

3-A

**OVERVIEW**

The Department commends the Metropolitan Transportation Commission (MTC) for its extensive public outreach campaign to gather significant public input into the planning process in general, and the draft RTP in particular. We concur with many of the messages received from the public, including the need to get more out of our existing transportation resources, to address the growing problem of congestion and inadequate transit service, to simplify the transportation decision-making process, and to recognize the strong link between land use and transportation. We look forward to working with MTC on these important concerns.

**INVESTMENTS**

**Joint Regional/County Selection**

We suggest this subtitle be restated as "State/Regional/County Selection."

We note on page 54 (2<sup>nd</sup> paragraph) that "MTC expects the region to receive about **\$1 billion in ITIP funds over the next 25 years**. This is about **21 percent** of the projected statewide total. Of this amount, about 70 percent (\$700 million) is slotted for investment in **highway expansion** projects, while the remaining 30 percent (\$300 million) is invested in **transit expansion** projects."

While funding estimates are a necessary starting point for long range planning, it should be noted that the California Transportation Commission (CTC) STIP Guidelines (Page 15-Section 34-Interregional Program Objectives) state that "there is no expectation that STIP interregional improvements will be

evenly spread across the State, and the spreading of funding among regions is not a Commission objective for the interregional program.”

The Draft RTP further states on Page 53 that “The ITIP funds are primarily used to supplement funding for projects identified in the county-level Track 1 proposals.” However, the county-level Track 1 project listings where ITIP funding assumptions have been indicated do not identify the other sources of funds that the ITIP is expected to “supplement.” It would be much more informative to display all funding contributions (Federal, State [ITIP/TCRP/SHOPP], Regional, County Measure, etc).

A second inconsistency noticed within the project list presentation is that some SHOPP funded projects have been listed (RTP ID#s-94020, 94621, 94691, 98217) within the corridors and many others have not. If a decision is made to include all projects (committed) that are in the current 10-year SHOPP Plan, please refer to the project list attached to this letter. We used the RTP database outline provided, as a base for creating the SHOPP project list.

### **BAY AREA TRAVEL CORRIDORS**

The Department supports the multimodal corridor approach to transportation planning and the recognition that effective transportation solutions must cross several county jurisdictions and often into adjacent regions. This is where the State’s existing Interregional Road System (IRRS) routes and Intercity Rail lines will continue to play a vital role in the movement of people and goods across the State. The new “Interregional Gateways” section is a valuable addition to the 2001 Regional Transportation Plan and a good way to link the region’s goals, objectives, and project priorities with those outlined in the statewide Interregional Transportation Strategic Plan (ITSP).

Further, we agree with the statement on page 59 that these multimodal travel corridors are “more relevant than political jurisdictions or the ownership or operation of the various infrastructure segments.” Integrated planning across all transportation modes, with an emphasis on strengthening intermodal connections and managing our existing systems for maximum efficiency, is where our greatest opportunities reside.

Toward that end, we have recently integrated our District 4 Transportation Corridor Concept Report (TCCR) and Traffic Operations Strategies (TOPS) efforts. As owner-operators of the State Highway System (SHS) we began by identifying the distinct SHS routes corresponding to the 14 RTP defined multi-modal corridors. Of the 56 SHS routes which traverse the MTC region, we have developed GIS-based mapsets to analyze the 24 SHS routes which tend to serve as the primary travel arteries within the RTP corridors.

The aim of our TCCR/TOPS integration effort is to blend the goals and project lists of the State’s ITSP, the region’s RTP, and the nine countywide plans into a consensus-based, long-range concept which provides for the safe and efficient operation of the corridors while maximizing the movement of people & goods through our region. Another goal of our effort is to develop an “ideal” project implementation sequence strategy to achieve these concepts within each corridor.

The concepts for the **State Highway System** routes include:

- High Occupancy Vehicle (HOV) Lane systems including freeway-to-freeway connectors, HOV bypass lanes at metering locations;
- Metering Systems with managed gateways & bottlenecks to handle recurrent congestion;
- Transportation Management System (TMS)/Intelligent Transportation System (ITS) elements, consisting of incident management, metering, motorist information and traffic surveillance systems all managed from State and local Transportation Management Centers (TMC’s);
- Operational Improvements such as auxiliary lanes, channelization, etc.;
- Truck lane improvements where appropriate.

The **Transit Element** of the concept will be an integration of the ITSP, the California Passenger Rail System 20-Year Improvement Plan and the Regional Transit Expansion Policy now under development as part of the 2001 RTP process.

The **Intermodal Connectivity Element** of the concept includes locations where State infrastructure has the greatest potential for enhancing the connection between travel modes and integrating with local Livable Communities efforts..

Please see the side-by-side table attached to this letter which shows how the 2001 RTP corridors were delineated further where necessary for analysis of individual State Highway Systems (SHS) routes.

### GENERAL COMMENTS ON REVIEWING THE RTP PROJECT LISTS:

While reviewing the Draft 2001 RTP and the companion Project Notebook, we noticed the following issues that made the review of projects somewhat difficult:

- Lack of a cross-referenced system to link various "Unique Project Identifiers" such as RTP ID#, TIP ID#, Department Project Expenditure Authorization (EA#).
- Lack of Geographic Location reference: For projects on the State Highway System, the standard reference we use is the County-Route-Post Mile (PM) location. Use of this not only helps to clarify the project scope but also assists in the placement of these projects on Geographic Information System (GIS) maps.
- Having the complete list of Blueprint projects in the back of the Project Notebook was confusing and cumbersome to assemble the entire corridor development picture.
- Many projects are listed in more than one category (committed, Track 1, Blueprint) and several are in all three categories with different RTP numbers for each phase, which makes the cross-referencing with TIP ID #s and EA #s all the more difficult.
- It would be helpful if projects that are part of more than one corridor could be shown and referenced in each corridor.

### COMMENTS SPECIFIC TO EACH RTP CORRIDOR:

SAN FRANCISCO BAY REGION	
<b>California Dept. of Transportation District 4 - SF Bay Regional Programs/Projects (not mapped)</b>	
<b>Questions, Comments, &amp; Clarifications:</b>	
<b>RTP ID#:</b>	
21013:	Rehabilitation of Bay Area state-owned toll bridges have a Total Project Cost of \$367.0 million per 10-year plan.
21015:	Seismic retrofit of Bay Area state-owned toll bridges have a Total Project Cost of \$4,637.0 million.
MTC'S GOLDEN GATE CORRIDOR: Basic RMP = 0 Public RMP Assumed = 22.8 million	
<b>TCCR/TOPS Corridor #1. US-101 North (Golden Gate Bridge to Sonoma/Mendocino County line)</b>	
<b>Questions, Comments, &amp; Clarifications:</b>	
<b>RTP ID #:</b>	
94684:	Channelize and widen shoulders of Route 12 from Melita to Kenwood has already been constructed and can be removed from the "Committed Funding" list.
94062:	Why is Mrn-101 Reversible HOV (EA#22620K) missing from committed list?

- 94566: Why is Mrn-101 Lucas Valley I/C listed in Committed, Track 1 (21306) & Blueprint (21334) with three different RTP ID numbers?
- 94165: Change the project description. The Route 12 to Steele Lane project will not make modifications to the Mendocino Avenue interchange.
- 98183: Change the project description to include a southbound auxiliary lane from Steele Lane to Airport Blvd.
- 98154: Why is the Novato Narrows project not listed in the "Committed Funding" section? Change the project description to read "widen for HOV and convert expressway to freeway."
- 98179: US 101/Tiburon Blvd interchange improvements have Total Project Costs of \$5.2 million, Existing Funding of \$1.6 million, and Track 1 Funds of \$3.6 million.
- 21304: Track 1 & 21030 Blueprint: US-101/I-580 Interchange project. Project descriptions do not match. Change listing on Page 74 to read "new westbound I-580 to southbound US 101 connector and new lane westbound I-580 to northbound US 101 to 2<sup>nd</sup> Avenue." There is no Eastbound I-580 to US-101 movement.
- 21308: Manzanita park-and-ride lots; Notes should read, "Assumes \$3 million in state ITIP funding;"
- 21884: We note that previous RTP ID# 94688: The "New Rainier I/C & Aux Lane" project has now been moved to the "Blueprint" as the "Cross Town Connector." The Sonoma Countywide Transportation Plan lists this at a cost of \$33 million. Do these two RTP ID#s (1994 & 2001) represent the same project?
- Why are 2 projects with TIP ID#s not identified as projects with committed funding?
- 990003 – Rohnert Park Expressway park & ride lot; southbound loop (EA#130211)
- 970054 – Rohnert Park interchange modification at the northbound loop (EA#212611)
- The following projects should be added:
- Southbound auxiliary lane from East Washington to SR-116 (EA#281110) – This project received ITIP & RTP funding in the 2000 STIP cycle.
  - US-101/SR-116 Separation – Improve SR-116 on-ramp to Southbound US-101 (EA#276001).
  - Sonoma Route 116 Roadway rehabilitation (EA#131571)- SHOPP project

**TCCR/TOPS Corridor #2. State Route 37: (Marin US-101 to Solano I-80)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 94149: Route 29/Route 37 interchange improvements in Vallejo are funded in 2000 ITIP & RTP.
- 94675: Route 37 from Napa Bridge to Route 29 upgrade is funded in 2000 RTIP
- 94691: The Route 12/121 traffic signal system and channelization at 8<sup>th</sup> Street has a Total Project Cost of \$3.3 million, with \$1.3 million from Sonoma County and \$2 million 2002 SHOPP candidate.
- We are showing a project in our "Status of Projects" list with a TIP ID# of SOL990019 described as "Interchange improvements in the City of Vallejo at the SR-37/Mare Island Interchange". Why is this not listed in the RTP under Committed Funding?
  - We note that RTP# 98166 "SR-37 park & ride lot at SR-29" is not listed in the 2001 RTP, however there is a generic RTP#98199 "Park and Ride Lots" listed. Can it be assumed that #98166 is captured now within #98199?

**TCCR/TOPS Corridor #3. State Routes 12/116/121: (Sonoma US-101 to San Joaquin I-5)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 94691: Route 12/121 traffic signal system and channelization at 8<sup>th</sup> Street – Delete SR-12 from the description. This is a 2002 SHOPP candidate.
- 94073: "Soccol interchange (SR-12/29/221) improvements" should be shown in the 2001 RTP list.
- 94075: Total project costs for the Route 12/29 grade separation are \$47.9 million, with Track 1 Funds at \$46.4 million.

The following projects should be added:

- Signalize and channelize the SR-116/121 intersection (EA#26530K) – This is a 2002 SHOPP candidate.
- Route 12/29 intersection improvements – Total Project Costs of \$2.4 million, Existing Funding of \$0.0 million, and Track 1 Funds of \$2.4 million.

**MTC'S NAPA VALLEY CORRIDOR: Existing RTP – \$, Future RTP Assumed – \$0**  
**TCCR/TOPS Corridor #4. State Route 29: (Solano I-80 to Lake County SR-53)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 94071: Project description should read, "Replace Napa River (Maxwell) Bridge and widen from 2 to 4 lanes on Route 121 over the Napa River in the city of Napa."
- 94073: "Soscil interchange (SR-12/29/221) improvements" should be shown in the 2001 RTP list. This project could be shown in the East/West or Napa Valley corridor or both.

**MTC'S EASTSHORE NORTH CORRIDOR: Existing RTP – \$, Future RTP Assumed – \$67 million**  
**TCCR/TOPS Corridor #5. I- 80: (SFO Bay Bridge to Sacramento I-5)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 94151: Please modify this project description. The Jepson Parkway (Phase 1) is a separate project from the I-80 Leisure Town Road interchange.
- 21143: The "I-80/Ashby/Shellmound interchange modifications; involves the construction of 2 roundabouts and separate bike-pedestrian overcrossing," project (p. 86, 141, 7-4) is listed in both Track 1 and Blueprint (21157) later phases, how was project initiated – to be locally funded?
- 98167: Table 1.2-4 of DEIR, Item #8 should read "Extend I-80 westbound HOV lane from south of Cummings Skyway to Route 4."

The following project should be added:

- Westbound auxiliary lane from I-80/I-505 to Monte Vista (EA# 44450K) This is a 2002 SHOPP candidate.

**MTC'S DELTA CORRIDOR: Existing RTP – \$, Future RTP Assumed – \$0**  
**TCCR/TOPS Corridor #6. State Route 4: (Contra Costa I-80 to San Joaquin I-5)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 98190: "Widen Route 4 to a 4-lane expressway from I-80 to Cummings Skyway (Phase 1)" (p. 90, 145) – Does this project encompass the Department's projects: (1) Upgrade 2-4 lanes I-80 to Sycamore Ave; (2) Upgrade 2-4 lanes from Sycamore Ave to Asbury Graphite Dr.; and (3) Upgrade 2-4 lanes from Asbury Graphite Dr. to Cummings Skyway? Please clarify.
- 96022, 98220, 98221, 98222: Various "Route 4 Bypass projects" (pp. 90, 145, 146) – These projects are described in various ways with some inconsistency. The Department has established phases and segments for each project. The RTP should maintain consistent project descriptions for ease of ensuring that all projects are included.

**MTC'S DIABLO CORRIDOR: Existing RTP – \$, Future RTP Assumed – \$20 million**  
**TCCR/TOPS Corridor #7. Interstate-680 North: (Alameda I-580 to Solano I-880)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 21206: Total Project Costs for Caldecott Tunnel fourth bore (not including right-of-way) should be \$221.0 million. The \$184.0 million figure represents construction costs only.
- 94150: Total Project Costs for the I-80/680/Route 12 interchange improvements, including connectors and auxiliary lanes between Green Valley Road and Cordelia truck station come to \$18.6 million. This is funded in 2000 State ITIP.
- 21807: I-80/I-680/Route 12 interchange improvements total \$536.0, with \$38.0 Existing Funds, and \$498.0 million Track 1 funds. There is potential RTIP & TCRP funding.
- Management Objective (Draft Plan, p.93) "Reduce delays and unpredictable travel time by making Route 24 a continuous four-lane facility in each direction." We suggest modifying the objective to read "at least a four-lane facility in each direction."

**TCCR/TOPS Corridor #8. State Route 24/Interstate-980: (Alameda I-880 to Contra Costa I-680)**

**Questions, Comments, & Clarifications:**

The following projects should be added:

- TIP ID CC979040, "Widen EB off-ramp at Camino Pablo (Phase 1); EA 28180K;
- Interchange improvements and signals (WB off-ramp) at Deer Hill Rd.; EA 135460, \$0.9 million;

**TCCR/TOPS Corridor #9. Interstate-580/238/205: (Alameda I-880 to San Joaquin I-5)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 21476: Under Committed Funding, this project describes the Isabel Ave/I-580 interchange project with construction of a "second bridge to provide for 6 lanes over I-580." That is the second phase of the interchange project. There is no interchange at this location now. Therefore, the wording needs to be changed to include both phases in the one project, for example, "New Isabel Avenue interchange on I-580."
- 21455: Widen I-238 from 4 lanes to 6 lanes between I-580 and I-680. The Total Project Costs are \$101.1 million, from 2000 Measure B sales tax project and 1998 STIP.
- 94515: The I-580 connections to Hayward Bypass and interchange improvements should read, "eastbound I-580 to southbound Hayward Bypass, and eastbound I-238 to southbound Hayward Bypass."

**TCCR/TOPS Corridor #10: Interstate-680 South (Alameda Interstate 580 to Santa Clara US-101)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 21089: "I-680 to I-880 cross connector (Mission Boulevard or other alignments, to be determined)". This is Blueprint list under Alameda County/Sunol Gateway, but should also be referenced in the Fremont/South Bay Corridor and Santa Clara County listings especially since the SCLVTA has taken the lead on this study.
- 21471: "I-680 Stoneridge Drive interchange improvement," (p. 102, 138), does this project include the \$0.5 million Stoneridge interchange park and ride lot + HOV bypass project?
- 94501: The I-580/I-680 interchange project description should clarify that the "new ramps" are new local ramps, and not ramps of the freeway-to-freeway interchange to avoid any confusion.
- The following project should be added:
- TIP ID ALA 990016, "SB auxiliary lane from Durham Rd to Mission Blvd," EA 253731, project cost \$3.3 million.

**MTCA/SEASTHORE SOUTH CORRIDOR: Existing RTP = \$0 Future RTP assumed = \$75 million**

**TCCR/TOPS Corridor #11: Interstate-880/SR17 (Alameda I-80 to Santa Cruz SR-1)**

**Questions, Comments, & Clarifications:**

**RTP#:**

94507: Route 238 (Hayward Bypass) 4-lane expressway: I-580 to Harder (Stage 1) has a Total Project Cost of \$146.3 million.

**MTCA/FREMONT SOUTH BAY CORRIDOR: Existing RTP = \$0 Future RTP assumed = \$100 million**

**TCCR/TOPS Corridor #13: State Route 237/262 (Santa Clara SR-85 to Alameda/Santa Clara-I-680)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 94134: "I-880/Route 237 interchange improvements: freeway to freeway HOV connector and SB I-880 to WB Route 237 and EB Route 237 to NB I-880 (Stages A & B)," (p. 110,157) – this project is currently in construction, scheduled for completion in 2002, at what phase do you **not** include project in the RTP?
- 21716: "Widen Route 237 for HOV lanes between Route 85 and US 101," (p. 114,162) – Project is listed in Track 1 under Silicon Valley Corridor; it could also be listed under Fremont-South Bay for cross-reference.
- 21089: "I-680 to I-880 cross connector (Mission Boulevard or other alignments, to be determined)". This is Blueprint list under Alameda County/Sunol Gateway, but should also be referenced in the Fremont/South Bay Corridor and Santa Clara County listings, especially since the SCLVTA has taken the lead on this study.

**MTCA/SILICON VALLEY CORRIDOR: Existing RTP = \$0 Future RTP assumed = \$124.9 million**

**TCCR/TOPS Corridor #14: US 101 South (Santa Clara-SR-85 to San Benito SR-156)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 94135: "Study to realign Route 152 from Route 156 to US 101 (Santa Clara County portion)," (p. 159) – this is example of study in RTP (see Corridor above)
- 21756: "Widen US 101 from 4-6 lanes between Metcalf Rd in S. San Jose to Cochrane Rd in Morgan Hill," (p. 114, 159) – The Department has this project listed as, "Widen 4-6 or 8 lanes for future HOVL, Cochrane (Burnett) to Bernal Road," (RTP ID 94137). Are these two projects the same? Please clarify project descriptions, discrepancies and costs.

**TCCR/TOPS Corridor #15: State Route-85 (Santa Clara-US-101 to Santa Clara-US-101)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 98171: "Complete Route 85 and US 101 interchange and connector ramps in S San Jose and widen US 101 to 8 lanes from Bernal Rd to Metcalf Rd," (p. 114,160) – is this project related to project #21756 listed just above? Why include elements of two distinct projects in one listing?

**TCCR/TOPS Corridor #17: State Routes-152,25,129,156 (Santa Cruz SR-1 to Merced I-5)**

**Questions, Comments, & Clarifications:**

**RTP#:**

- 96002: "Route 152 safety improvements from Uvas Creek to Route 156 near Gilroy," (p. 114,160).
- 98849: "Route 152 safety and operational improvements between US 101 and Route 156," (p. 114,160).
- 21715: "Route 152 safety improvements between US 101 and Route 156 (westbound Route 152 to westbound Route 156 overpass)," (p. 114, 162).

**MTC'S PENINSULA CORRIDOR** Existing RTP = \$ Future RTP assumed = \$ 82.3 million

**TCCR/TOPS Corridor #18: US-101 (Golden Gate Bridge to Santa Clara-SR-85)**

**Questions, Comments, & Clarifications:**

**RTP#:**

94621: Add project, "Remove US101 Central Freeway Structure," (p. 122, 152 references to replacement project only). Removal of structure is a SHOPP project, estimated cost \$11.7 million; should be in RTP.

21937: "Various US 101 interchange improvements that facilitate ramp metering," (p. 118, under Blueprint) – We show three interchange projects with TIP ID#s that are not currently listed in this RTP:

TIP ID#: SM010003: Modify interchange at Ralston Ave.

TIP ID#: SM979043: Modify interchange at Hillsdale Blvd.

TIP ID#: SM979032: Modify interchange at Millbrae Ave.

Shouldn't these currently programmed interchange projects be listed along with further clarification of which interchanges are covered under the blueprint listing?

**TCCR/TOPS Corridor #19: Interstate-280 (SF-US-101 to Santa Clara US-101/I-680 Interchange)**

**Questions, Comments, & Clarifications:**

The following projects should be added:

- "Improve SB off-ramp at Eastmoor," – The Department estimates this project at \$7.7 million; should be in RTP.
- "Widen John Daly overcrossing at junction I-280/SR-1," – The Department estimates this project at \$2.8 million; should be in RTP

**MTC'S SAN FRANCISCO CORRIDOR** Existing RTP = \$ Future RTP assumed = \$ 11.9 million

**TCCR/TOPS Corridor #20: State Route 1 (Golden Gate Bridge to Santa Cruz State Route-17)**

**Questions, Comments, & Clarifications:**

**RTP#:**

98203: "Widen SR-1 from 2-4 lanes within the Half Moon Bay city limits" (p. 18, 7-2)– We note that this project is listed in the Blueprint, while previously it was listed in Track 1.

The following projects should be added:

- "Install signals, modify intersection and left turn lane Coronado Avenue, Mirada Road, 10<sup>th</sup> St., Main St.," in Half Moon Bay – The Department estimates project costs at \$2.3 million.
- "Replace San Pedro Creek bridge & roadway approaches," in Half Moon Bay – The Department estimates project costs at \$1.5 million.
- "Revise interchange at SR 1/17," – The Department estimates project costs at \$33.4 million in 1998 RTP; if project still active, should be listed in 2001 RTP.

**MTC'S TRANSBAY CORRIDORS** Existing RTP = \$ Future RTP assumed = \$ 11.9 million

**TCCR/TOPS Corridor #23. SR 84 – Dumbarton Bridge: (San Mateo SR1 to Alameda I-580)**

**Questions, Comments, & Clarifications:**

The following project should be added:

- "I-580 to Scott St – rehabilitation & widening" – The Department estimates project cost at \$11.1 million; This is a SHOPP project.



**TCCR/TOPS Corridor #24. SR 92 – San Mateo-Hayward Bridge:(San Mateo SR1 to Alameda I-238)**

**Questions, Comments, & Clarifications:**

The following project should be added:

- “Realign SR 92 from Half Moon Bay City limits to Pilarcitos Creek,” (1998 RTP ID 98205) The Department estimates project costs at \$30.0 million; project should be in 2001 RTP.

**MTC'S INTERREGIONAL GATEWAYS CORRIDOR**

**General Comments – Integration of State & Regional Objectives:**

As mentioned in our earlier comments on the Bay Area Travel Corridors, this “Interregional Gateways” section would seem to be an appropriate place to link the management objectives of the MTC Region with the Interregional Program Objectives as outlined in the California Transportation Commission (CTC) STIP Guidelines. The six CTC objectives are stated as follows:

1. Completing a trunk system of higher standard State highways (usually expressways and freeways).
2. Connecting all urbanized areas, major metropolitan centers, and gateways to the freeway and expressway system to ensure a complete statewide system for the highest volume and most critical trip movements.
3. Ensuring a dependable level of service for movement into and through major gateways of statewide significance and ensuring connectivity to key intermodal transfer facilities.
4. Connecting urbanizing centers and high growth areas to the trunk system to ensure future connectivity, mobility, and access for the State’s expanding population.
5. Linking rural and smaller urban centers to the trunk system.
6. Implementing an intercity passenger rail program (including interregional commuter rail) that complies with Federal and State laws, improves service reliability, decreases running times, and reduces the per-passenger operating subsidy.

The “trunk system” mentioned above refers to the Interregional Road System (IRRS) routes that have been given a designation of “focus routes. The two IRRS Focus Routes that traverse the MTC Region are US-101 and State Route 152. The next level of hierarchy on the IRRS system is the “High Emphasis” routes, which in the MTC Region equate to State Route 17, Interstate 80, Interstate 580, and Interstate 505. Other IRRS Routes in the region with lesser distinction are State Route 4 and State Route 12.

**Specific Comments – Draft RTP Text:**

- We noticed that the write-up for this section has no mention of Intercity Passenger Rail. A useful reference here would be to the California Passenger Rail System – 20 Year Improvement Plan, dated March 2001. This plan details a \$10.1 billion program of investment in California’s rail corridors including connections into the MTC region on the San Joaquin Corridor, Capitol Corridor, and the Coast Corridor which includes the Caltrain line.
- Under Management Objectives, bullet #1, State Route 152, US 101 NORTH, and I-505 should be added. We would also suggest that an objective for Intercity Passenger Rail lines either be added here or an extra bullet added to the list.
- On page 130 – Blueprint Project #D should read: Route 152 to full expressway to MERCED County line (not San Benito). This is of course dependent on the final decision on a mix of improvements on SR-25, SR-156, and SR-152, but the goal is still to get an East/West expressway connection between US 101 and I-5. SR-152 in Merced is already at expressway standard.

## COMMENTS SPECIFIC TO DEIR:

### Section 2.7 Visual Resources (p.2-103)

- Historically, the Department has developed technical reports for visual impact analysis on a project by project basis, without a guiding preliminary visual analysis, as outlined in the RTP's draft EIR. The DEIR on the RTP is precedent setting with respect to the process determining whether a transportation project will have significant visual impacts. This may make the process for environmental approval of projects more complicated.

The Visual Resource section of the DEIR lays out regional priorities and considerations for environmental phase visual impact analysis for transportation projects in the Bay Area. This section also lists 21 projects with potentially significant visual impacts, and describes those potential impacts for each project. The list essentially draws attention to projects for significant visual impacts, and lays out criteria for determining whether the project will have significant visual impacts. The Department will have to reference this document and respond to the priorities and considerations expressed in it.

3-E

### Section 2.8 Noise (p. 2-115)

- In Figure 2.4-3 the legend has no definition for "MO."
- Criteria of Significance, Page 2-126: A 3 dBA (decibel) change is considered to be barely perceptible. Under Department and FHWA guidelines, a 12 dBA increase is considered substantial. As a practical matter, almost all highways currently exceed the FHWA criteria for nearby receptors. Except for new highways or major shifts in alignment, widening projects will increase noise levels by less than 3 dBA.
- Mitigation Measures, Page 2-132, third bullet: Currently neither FHWA nor Department policies permit the insulation of private residences except under rare circumstances. However, public buildings can be considered for insulation.

3-C

3-D

3-E

Thank you again for the opportunity to work with you to review these important transportation documents. We look forward to receiving the Final Environmental Impact Report (FEIR) and the Final Regional Transportation Plan (RTP) once they are completed. If you require further information or have any questions regarding this letter, please contact Stephen H. Yokoi, AICP of my staff at (510) 286-5621.

Sincerely,

RANDELL H. IWASAKI  
Acting District Director

By



DARNALL W. REYNOLDS  
Deputy District Director  
Planning

Attachments

Comparison Table of the 16 2001 RTP Corridors to Caltrans' 24 TOPS/TCCR Mapsets.

2001 RTP Corridors	2001 TCCR/TOPS Corridor Mapsets 9/19/01	
San Francisco Bay Region	Caltrans District 4 – Set of 11 Regional Summary Maps	
	State Highway System (SHS) Facilities	Passenger Rail – Intercity & Commuter
Golden Gate	1. US-101 North GGB Vicinity to SON/MEN Co. Line	Potential Northwestern Pacific “SMART” Rail line.
North Bay East-West	2. State Route-37 MRN-101 to SOL-80 3. State Route-12/121/116 SON-101 to San Joaquin I-5	None at this time.
Napa Valley	4. State Route-29 SOL-80 to Lake SR-53	None at this time
Eastshore-North	5. Interstate-80 SFOBB to Sacramento I-5	San Joaquin, Capitol Corridor, BART Richmond line
Delta	6. State Route-4 CC-80 to San Joaquin I-5	San Joaquin, Capitol Corridor, BART Pittsburg line
Diablo	7. Interstate-680 North ALA-580 to SOL-80 8. State Route-24/I-980 ALA-880 to CC-680	Capitol Corridor, BART Pittsburg line
Tri-Valley	9. Interstate-580/238/205 ALA-880 to San Joaquin I-5	Altamont Commuter Express (ACE), BART Dublin/Pleasanton line
Sunol Gateway	10. Interstate-680 South ALA 580 to SCL-101	Altamont Commuter Express (ACE)
Eastshore-South	11. Interstate-880/17 ALA-80 to Santa Cruz SR-1 12. Interstate-580/238 ALA-238 to ALA-980/24	Capitol Corridor, BART Fremont & Dublin/Pleasanton lines.
Fremont-South Bay	13. State Route-237/ 262 SCL-85 to ALA/SCL-680	None at this time
Silicon Valley	14. US-101 South SCL-85 to San Benito SR-156 15. State Route-85 SCL-101 to SCL-101 16. State Route-87 SCL-85 to SCL-101 17. State Route-152,25,129,156 Santa Cruz SR-1 to Merced I-5	Caltrain, VTA Light Rail
Peninsula	18. US-101 Peninsula GGB to SCL-85 19. Interstate-280 SF-101 to SCL-101/680 IC	Caltrain, BART to SFO, Muni Metro
San Francisco	20. State Route-1 South GGB to Santa Cruz SR-17 Other corridors: US-101, I-280, SFOBB	None at this time.
Transbay	21. I-80/I-580 SF-Oakland Bay Bridge SF-101 to Ala 980/24 22. I-580 Richmond-San Rafael Bridge MRN-101 to CC-580 23. SR-84 Dumbarton Bridge SM-1 to ALA-580 24. SR-92 San Mateo Hayward Bridge SM-1 to ALA-238	BART SF-to-Richmond; Pittsburg; Fremont; and Dublin/Pleasanton lines.  Potential Dumbarton Rail line.
Interregional Gateways	Caltrans District 4 – Interregional Road System (IRRS) Gateways	
16 Total Corridors	24 Total Corridors – “Primarily Urban Freeway/Expressway” (56 State Routes traverse District 4)	

	Alameda	84	21.0	17240K	Alameda County-wide	SR-84	Improve vertical and horizontal alignment - In Fremont and San Leandro - 3 miles to 5.1 miles east of Route 880	Committed SHOPP	2000	\$28.44	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	580	0.1	47080K	Alameda County-wide	Interstate-580/238/205	Truck climbing lane - Near Tracy - Grant Line Road to Patterson Pass (San Joaquin County)	Committed SHOPP	2000	\$4.88	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	580	45.8	16200K	Alameda County-wide	Interstate-580/238	Partial Widening - Oakland - MacArthur Boulevard onramp	Committed SHOPP	2000	\$4.56	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	880	0.5	151941	Alameda County-wide	Interstate-880/17	Retrofit changeable message sign - At various locations (TMS/TOS/ITS)	Committed SHOPP	2000	\$1.83	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	880	0.5	151961	Alameda County-wide	Interstate-880/17	Retrofit changeable message sign - At various locations (TMS/TOS/ITS)	Committed SHOPP	2000	\$1.46	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	880	20.8	17450K	Alameda County-wide	Interstate-880/17	Realign ramp/partial traffic signals - San Leandro - at southbound offramp to Washington Avenue Interchange	Committed SHOPP	2000	\$0.87	Funded by State Highway Operation and Protection Program (SHOPP)
	Alameda	880	29.8	27410K	Alameda County-wide	Interstate-880/17	Construct auxiliary lane - Oakland - southbound Oak Street to Route 980	Committed SHOPP	2000	\$2.21	Funded by State Highway Operation and Protection Program (SHOPP)
94020	Alameda	250	0.8	440141 440131	Eastshore-South	Interstate-880/17	Seismic retrofit of Webster and Posey tunnels between the cities of Alameda and Oakland, Stage I: seismic retrofit inside tubes (under construction); Stage II: seismic retrofit outside tubes to strengthen surrounding soils	Committed SHOPP	2000	\$26.66	Funded by State Highway Operation and Protection Program (SHOPP)
	San Francisco	101	6.7	17120K	San Francisco County-wide	US-101 Peninsula	Modify traffic signals - San Francisco - Van Ness Avenue to Lyon Street	Committed SHOPP	2000	\$1.66	Funded by State Highway Operation and Protection Program (SHOPP)
	San Francisco	1	0.6	16250K	San Francisco County-wide	State Route 1 South	Modify traffic signals - San Francisco - On 19th Avenue, Junipero Serra Boulevard to Lake Street	Committed SHOPP	2000	\$4.02	Funded by State Highway Operation and Protection Program (SHOPP)
94621	San Francisco	101	4.7	191891 291211 291001	San Francisco County-wide	State Route 1 South	US 101 Central Freeway reconstruction due to earthquake damage	Committed SHOPP	2000	\$100.00	Assumed funding from the State Highway Operation and Protection Program (\$43.19) and land parcel sales
	San Mateo	1	32.0	162701	Peninsula	State Route 1 South	Install signal, modify intersection and left-turn lane - El Granada and Montara - Coronado Avenue, Mirada Road, Tenth Street and Main Street	Committed SHOPP	2000	\$1.12	Funded by State Highway Operation and Protection Program (SHOPP)

San Mateo	84	8.3	24990K	Peninsula	SR-84	Modify & Interconnect existing traffic signals - Belmont and San Mateo - Davy Glen Road to 41st Avenue, 31st Avenue to Millbrae; also Route 82-9.5/16.0	2000	Committed SHOPP	\$5.82	Funded by State Highway Operation and Protection Program (SHOPP)
98217 Solano	12	15.9	OT0300	North Bay East-West	State Route-12/12/116	Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes)	2000	Committed SHOPP	\$2.14	Funded by State Highway Operation and Protection Program (SHOPP)
Sonoma	101	3.4	27600K	Golden Gate	US-101 North	Replace bridge and improve on-ramp - Petaluma River Br. To .02 km north of Rte. 101/116 east separation and overhead	2000	Committed SHOPP	\$7.06	Funded by State Highway Operation and Protection Program (SHOPP)
Sonoma	12	25.8	219830	North Bay East-West	State Route-12/12/116	Rehabilitate roadway, widen shoulders and replace bridge - Near Kenwood - Sonoma Creek to Boyes Boulevard	2000	Committed SHOPP	\$10.51	Funded by State Highway Operation and Protection Program (SHOPP)
Sonoma	12	28.7	219820	North Bay East-West	State Route-12/12/116	Rehabilitate roadway, left-turn lane, realignment and replace bridge - Near Kenwood - Dunbar Road to Arnold Drive	2000	Committed SHOPP	\$1.77	Funded by State Highway Operation and Protection Program (SHOPP)
Sonoma	116	24.2	131241	North Bay East-West	State Route-12/12/116	Continuous two-way left turn lane - Sebastopol - Occidental Road to Hurlbut Avenue	2000	Committed SHOPP	\$3.12	Funded by State Highway Operation and Protection Program (SHOPP)
Sonoma	116	28	131751	North Bay East-West	State Route-12/12/116	Rehabilitate roadway, widening - Sebastopol and Cotati - Elphick Road to Redwood Drive	2000	Committed SHOPP	\$16.96	Funded by State Highway Operation and Protection Program (SHOPP)
94691 Sonoma	121	8.0	29520K	North Bay East-West	State Route-12/12/116	Route 12/121 traffic signal system and channelization at 8th Street	2000	Committed SHOPP	\$3.30	State Highway Operation and Protection Program (SHOPP) 2002 Candidate (\$2.00), Sonoma Co. (\$1.30), Total (\$3.30)

**LETTER 3 CALIFORNIA DEPARTMENT OF TRANSPORTATION, SEPTEMBER 28, 2001**

3-A As noted in this letter, most of its comments concern the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. To the extent these comments raise environmental issues, responses are provided below. Responses to these comments on the RTP are provided separately. See Appendix F. Note: MTC has made several corrections to the RTP's Committed Funding investments in response to Caltrans' project-specific comments. In particular, SHOPP-funded projects will be added to Committed Funding. These corrections will be reflected in the final RTP.

3-B Comment noted. This EIR—which analyzes the potentially significant impacts of the adoption of the 2001 Regional Transportation Plan by the MTC—is a program EIR, as defined by section 15168 of the CEQA Guidelines, and is intended to be used as the general environmental assessment of the overall program of projects presented in the 2001 RTP. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999), pp. 23-24 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092.) While this EIR is intended to simplify the process of preparing subsequent EIRs and Negative Declarations, it is not intended to relieve individual project sponsors—including the Department of Transportation—acting as the lead agency from the responsibility of completing more precise, project-level analysis to fulfill the requirements of CEQA and/or NEPA.

The analysis of visual resources in this EIR—which was also conducted for the 1998 and 1994 RTP EIRs—is not intended to make the process for environmental approval of projects more complicated. As with the analysis of any other environmental impact area included in this EIR, detailed, project-specific environmental analysis would be expected to take precedence over the programmatic analysis used in this EIR. In its role as a project sponsor and lead agency, the Department of Transportation will be obligated to look more closely at a range of environmental impact areas, including visual resources, for individual transportation projects within its jurisdiction.

3-C This comment is addressed in the modified Figure 2.4-3 in Section 2 of this document.

3-D Comment noted. Most noise literature indicates that a 3 decibel level change is perceptible to the average person under normal circumstances. Typically, a doubling in traffic volume would produce an increase of 3 decibels if, for example, traffic speed remains constant in all lanes. The specific noise impacts of each project must be analyzed based on the specific proposal and its particular circumstances.

- 3-E This comment is addressed in the revised mitigation measure for Impact 2.8-2 in Section 2 of this document.

**Ashley Nguyen - Additional Caltrans Comment on RTP**

---

**From:** <Paul\_Svedersky@dot.ca.gov>  
**To:** <ANguyen@mtc.ca.gov>  
**Date:** 10/3/2001 9:03 AM  
**Subject:** Additional Caltrans Comment on RTP

---

Hello Ashley,  
Here is the final comment to include with Caltrans response to the draft RTP. Thanks for accepting it.

----- Forwarded by Paul Svedersky/D04/Caltrans/CAGov on  
10/03/2001 09:00 AM -----

K Scott Williams  
09/28/2001 02:40 PM

To: Paul Svedersky/D04/Caltrans/CAGov@DOT  
cc:  
Subject: MTC RTP Comments

Hello Paul,

Thank you for the opportunity to comment on Metropolitan Transportation Commission's 2001 Draft Regional Transportation Plan (RTP). Attached please find comments from the Division of New Technology and Research (NT&R). If you have any questions about the comments, contact Cathy Felkins by phone (Calnet 464-8014) or email (cathy\_felkins@dot.ca.gov).

(See attached file: NT&R Comments.doc)



## Memorandum

**To:** Paul Svedersky  
Department of Transportation, District 4  
Office of Transportation Planning B

**Date:** October 3, 2001

**3.1**

**From:** DEPARTMENT OF TRANSPORTATION  
DIVISION OF NEW TECHNOLOGY AND RESEARCH

**Subject:** Metropolitan Transportation Commission's Draft RTP comments for FY 2001/2002

Thank you for the opportunity to comment on Metropolitan Transportation Commission's (MTC) Draft FY 2001/02 Regional Transportation Plan. The following are the Division of New Technology and Research's comments:

The draft RTP not only adequately considers Intelligent Transportation Systems (ITS) (new technologies) in several areas of the document, but the MTC also takes great strides at responding to customers requests for more efficient use of the existing system (Page 2). Efficiency is a key component of ITS solutions as is MTC's statement to concentrate on system management (Page 8) through some of its key programs (Pages 7-8) as stated in the draft which include:

- Translink® smart card that provides a universal fare card that can be used among several transit systems in the region;
- TravInfo® traveler information system that provides real-time information on traffic congestion and links to transit information centers and upgrades the underlying infrastructure for collecting data on freeway conditions; and
- Internet web-based personalized transit information and route planning

While the MTC more than adequately explains its effort towards maximizing transit through some ITS technologies, it states that pedestrian safety is an item that needs further investigation (page 12) especially with respect to engineering components (some of which have been demonstrated through the Federally sponsored Pedsmart® project). *Recommend adding fact finding of successful demonstrations or deployment of pedestrian safety engineering projects in other parts of the country.*

Page 27 – Goal 1: Mobility of People and Freight. This section of the draft stressed the importance of a systems approach to transportation facilities and services, but no mention of either complying or being part of the Regional/Statewide/National ITS System Architecture.

*Recommend that the draft mention its ITS System Architecture is in process and that any new transportation facilities and services will comply with the Regional, Statewide, and National ITS Architecture.*

If you have any questions about the above, please contact Cathy Felkins at Calnet 464-8014.

JOAN BORUCKI, Chief  
Office of Deployment Planning

**LETTER 3.1 CALIFORNIA DEPARTMENT OF TRANSPORTATION DIVISION OF  
NEW TECHNOLOGY AND RESEARCH, OCTOBER 3, 2001**

3.1-A This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.



**BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT**

**ALAMEDA COUNTY**  
Roberta Cooper  
Scott Haggerty  
(Vice-Chairperson)  
Nate Miley  
Shelia Young

**CONTRA COSTA COUNTY**  
Mark DeSaulnier  
Mark Ross  
Gayle Uilkema

**MARIN COUNTY**  
Harold C. Brown, Jr.

**NAPA COUNTY**  
Brad Wagenknecht

**SAN FRANCISCO COUNTY**  
Chris Daly  
Tony Hall  
Leland Yee

**SAN MATEO COUNTY**  
Jerry Hill  
Mariland Townsend  
(Secretary)

**SANTA CLARA COUNTY**  
Randy Attaway  
(Chairperson)  
Liz Kniss  
Julia Miller  
Dena Mossar

**SOLANO COUNTY**  
William Carroll

**SONOMA COUNTY**  
Tim Smith  
Pamela Torliatt

Ellen Garvey  
**EXECUTIVE OFFICER/  
AIR POLLUTION  
CONTROL OFFICER**

September 28, 2001

Ashley Nguyen, Project Manager  
Metropolitan Transportation Commission  
101 8<sup>th</sup> Street  
Oakland, CA 94607-4700

**4**

Subject: 2001 Regional Transportation Plan Draft Environmental Impact Report

Dear Ms. Nguyen:

Bay Area Air Quality Management District (District) staff have reviewed the Draft Environmental Impact Report (DEIR) for the 2001 RTP and have the following comments.

We commend MTC for including in the 2001 RTP various programs beneficial to air quality. Particularly noteworthy are the increased funding for the TLC/HIP programs, implementation of the express bus program, full funding for transit capital shortfalls, development of the Regional Bicycle Master Plan and pedestrian safety program, and the commitment to use and improve performance measures.

**4-A**

The District is concerned about projected increases in emissions of fine particulate matter (PM<sub>10</sub>). The San Francisco Bay Area is a nonattainment area with respect to the State PM<sub>10</sub> standard. High PM<sub>10</sub> levels pose a health risk to Bay Area residents. As noted in the DEIR, emissions of ozone precursors and carbon monoxide will decrease substantially due to turnover of the vehicle fleet to newer, cleaner vehicles. But because PM<sub>10</sub> emissions are directly correlated to vehicle miles traveled (VMT), PM<sub>10</sub> emissions will increase with growth in VMT. We believe the projected increase in PM<sub>10</sub> emissions indicated in Table 2.2-8 will pose a threat to public health.

**4-B**

Page 2-28 of the DEIR states that the determination of significant air quality impacts is based on a comparison of Project vs. No-project emissions, but also states that for evaluating cumulative impacts, the determination is based on a comparison of current vs. Project emissions. We believe both comparisons are warranted. PM<sub>10</sub> emissions are projected to increase substantially between 1998 and 2025 (Project and No-project). We recognize that many factors influence vehicle use in the region and that the rate of increase in VMT is expected to slow, but the District strongly believes that the RTP EIR should clearly state that a continuation of substantial increases in VMT and associated PM<sub>10</sub> emissions represents a threat to public health.

**4-C**

**4-D**

If you have any questions about these comments please contact Henry Hilken, Senior Planner, at (415) 749-4642.

Sincerely,

Ellen Garvey  
Executive Officer/Air Pollution Control Officer

CC: BAAQMD Director Randy Attaway BAAQMD Director Pamela Torliatt  
BAAQMD Director Mark DeSaulnier Jack Broadbent, USEPA  
BAAQMD Director Scott Haggerty Mike Kenny, ARB

EG:HH  
939 ELLIS STREET • SAN FRANCISCO CALIFORNIA 94109 • 415.771.6000 • [www.baaqmd.gov](http://www.baaqmd.gov)

**LETTER 4    BAY AREA AIR QUALITY MANAGEMENT DISTRICT, SEPTEMBER 28, 2001**

4-A    Comment noted.

4-B    Particulate matter of less than 10 microns in diameter ("PM<sub>10</sub>") from mobile sources is projected to increase by 42.8 percent between 1998 and 2025, from 64.0 to 91.4 tons per day because the projected rate of growth in vehicle miles of travel ("VMT") is 48.5 percent over this 27-year period. The growth in VMT in the Bay Area is due to both the substantial increases in population (22.5 percent), total employment (40.0 percent), labor force (37.1 percent), as well as the location of growth which contributes to the length of trips (average vehicle trip lengths for commute trips are expected to increase from an average of 10.0 miles per trip in 1998 to 11.5 miles per trip by 2025, a 14.9 percent increase). In addition, real growth in household auto ownership is predicted to increase by 28.2 percent. Thus, demographic forces primarily account for increased PM<sub>10</sub> emissions due to additional VMT.

With only a 5 percent increase in roadway lane miles in the RTP between 1998 and 2025, the RTP does not contribute to significant additional vehicle activity. Rather, as noted in the Draft EIR, without implementation of the RTP, PM<sub>10</sub> emissions are expected to increase substantially due to projected regional growth and the attendant increase in travel, which the Draft EIR identifies as a significant impact on a cumulative basis. Implementation of the 2001 RTP will mitigate the significance of cumulative PM<sub>10</sub> emissions because it includes programs and projects to reduce the growth in VMT.

Further, MTC welcomes Air District initiatives to address increased PM<sub>10</sub> emissions due to additional VMT caused by demographic forces. Without major economic and social disruptions, it would be infeasible to reduce VMT in a way that would avoid the region's projected PM<sub>10</sub> increases. Yet, the issue of increasing PM<sub>10</sub> emissions is a state and nationwide regulatory issue. Research in tire and pavement technology could be productive, as could research in highway maintenance procedures and protocols.

4-C    Comment noted.

4-D    Growth in VMT is caused primarily by changes in socio-economic characteristics (see the Response to Comment 4-B). Even with the substantial investment in new transit capacity evaluated in the Blueprint 1 Alternative, cumulative PM<sub>10</sub> emissions only decrease from 91.4 tons per day to 91.1 tons per day in 2025. The projected increases in population, jobs, and income are the main contributors to the rise in VMT, the corresponding increase in PM<sub>10</sub> emissions, and the associated increased public health risk. The overall

transportation investment strategy in the RTP is expected to decrease projected  $PM_{10}$  emissions on a cumulative basis by including programs and projects to reduce the growth in VMT.

This comment is further addressed in revisions to the discussion of Impact 2.2-2 in Section 2 of this document.



City of Alameda • California

September 27, 2001

Ashley Nguyen  
Project Manager  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

5

Re: Draft Environmental Impact Report for the 2001 Regional Transportation Plan for the San Francisco Bay Area

Dear Ms. Nguyen:

The City of Alameda appreciates the opportunity to review the above document.

The City of Alameda requests that the Tinker Avenue Extension from Main Street to Webster Street be removed from Table 2.10-9, which lists RTP projects with potential to displace existing land uses and disrupt communities. The Tinker Avenue Extension will be located primarily within the former Fleet Industrial Supply Center Alameda property, which is a closed, vacant military installation which is undergoing redevelopment. The roadway is an integral part of the City's redevelopment approved under the title "Catellus Mixed Use Development." The extension, which is currently undergoing environmental review, has been designed to support the residences and businesses in the project vicinity, and will improve access to the College of Alameda.

5-A

If you have any questions regarding this comment, please contact Kevin Bryant at (510) 748-4554.

Sincerely,

A handwritten signature in cursive script that reads "Cynthia Eliason".

Cynthia Eliason, AICP  
Planning Manager

cc: Senior Civil Engineer, Land and Transportation Development

G:\PLANNING\ENVIRREV\CORRES\01RTPEIR.WPD

Planning & Building Services Department

2263 Santa Clara Avenue, Room 190  
Alameda, California 94501  
510 748.4554 • Fax 510 748.4593 • TDD 510 522.7538

4-38

Printed on Recycled Paper

**LETTER 5     CITY OF ALAMEDA, SEPTEMBER 27, 2001**

- 5-A     The Tinker Avenue Extension has been removed from Table 2.10-9. Please refer to the revised table in Section 2 of this document.

9/26/01

From: Miriam A. Khokhly - MTC Advisory Council, M2AC, Comm

To: Ashley Nguyen - Project Manager

6

Subject: Draft Environmental Impact Report  
for 2001 Regional ~~Transportation~~ Transportation  
- Plan for the San Francisco Bay Area (SCA#

No. 2001032141

Remarks:

The Draft Environmental Impact Report (DEIR) for the Regional Transportation Plan (RTP) prepared by the Metropolitan Transportation Commission (MTC).

The 2001 RTP, is the transportation policy and plan of action for the next twenty-five years. A number of projects can be implemented with available funding while others will be depend upon future funds.

I suggest we begin the search for funds that will be needed as we make progress throughout the region with more transit service.

Whatever we plan and attempt to achieve will meet all regulations as required. More transit services are needed and we must face this need together. All of our citizens should have public transit service available to them ~~whether it is for business or~~ at night 24 hours a day.



**LETTER 6    MIRIAM L. GHOLIKELY, MEMBER, MTC ADVISORY COUNCIL AND  
MCAC, SEPTEMBER 26, 2001**

- 6-A    This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this RTP comment is provided separately. See Appendix F.

Christopher Pederson  
827 Warfield Ave. #2  
Oakland, CA 94610

September 28, 2001

Ashley Nguyen  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

7

Re: Draft EIR for 2001 Regional Transportation Plan

Dear Ms. Nguyen:

The Draft Environmental Impact Report (DEIR) for MTC's 2001 Regional Transportation Plan (RTP) is fundamentally flawed. As explained below, most of the inadequacies in the DEIR relate to two strategic decisions: the decision to rule out consideration of MTC's ability to influence land use decisions through the power of the purse and the decision not to evaluate transit projects in terms of cost effectiveness. As a result, the alternatives considered in the DEIR are all minor variations of the status quo and all result in continued degradation of the environment. An adequate EIR would evaluate how incorporating land use criteria into the RTP could reduce vehicle miles traveled and increase transit ridership and would evaluate what mix of transit projects would result in the highest ridership given the limited amount of funding that is available.

I. DEIR Does Not Adequately Analyze Land Use Implications of RTP.

The DEIR repeatedly notes that land use patterns are a critical factor in determining transportation trends and needs. None of the alternatives evaluated in the DEIR, however, employ any strategies to affect land use patterns. The DEIR instead asserts that MTC lacks the ability to control land use decisions. This assertion is incorrect. MTC can evaluate transportation projects in terms of how they would affect land use patterns and refuse to fund those that facilitate automobile dependent land use patterns, that disproportionately increase vehicle miles traveled, or that do not accommodate pedestrians or bicyclists. MTC can condition funding for transit projects to require transit-oriented development at stations or along routes. MTC can make non-transit funding to local governments contingent upon their adoption of General Plan policies and zoning ordinances that facilitate pedestrian- and transit-oriented development.

7-A

The DEIR's failure to consider any alternatives that incorporate land use criteria unreasonably denies the public and decision makers the information that is necessary for them to make informed decisions about which course of action would be the least environmentally damaging alternative.

7-B

The DEIR also fails to look at the land use implications of specific projects included in the RTP. The DEIR rationalizes this omission on the ground that project-specific CEQA documents will evaluate land use impacts. The RTP's financial restraints dictate that inclusion of one project necessarily entails the exclusion of one or more other projects from the RTP. Therefore, the DEIR should evaluate the general land use implications of each of the projects under consideration for inclusion in the RTP so that decision makers can evaluate the land use implications of deciding which projects to include in the RTP.

7-C

## II. DEIR Fails To Evaluate Cost-Effectiveness

Given that the RTP is a financially constrained document, the cost effectiveness of the projects under consideration for inclusion in the RTP has significant environmental consequences. Inclusion of projects that have a relatively high cost for each new transit rider may preclude the inclusion of other projects that have a relatively low cost for each new transit rider. The mix of transit projects in the RTP, therefore, could have very different results in terms of overall transit ridership and vehicle miles traveled, and by extension energy consumption and air quality, depending on the cost effectiveness of the projects. The final EIR should therefore evaluate the cost effectiveness of all projects under consideration for inclusion in the RTP.

7-D

## III. DEIR Does Not Adequately Explain The Rejection Of The Environmentally Superior Alternative

The proposed RTP ranks third in the constricted range of alternatives considered in the DEIR. The DEIR does not adequately explain why the environmentally superior "System Management" alternative should be rejected. The only reason provided for rejecting the System Management alternative is that there is not yet regional consensus in favor of that approach. That the environmentally preferable alternative may be politically controversial, however, does not render it infeasible and does not constitute an overriding consideration that might justify selecting a more environmentally damaging alternative. Indeed, the entire purpose of CEQA is to force decision makers to consider the environmental consequences of their decisions and to articulate overriding considerations when they decide not to select the environmentally preferable alternative. The DEIR's reliance on the lack of regional consensus (i.e., political controversy) regarding the System Management alternative as the basis for rejecting the environmentally superior alternative is directly contrary to CEQA.

7-E

## IV. DEIR's Analysis Is Skewed By Focusing on Mobility Rather Than Accessibility

The DEIR states that the first goal of the RTP is to improve regional mobility. The term "mobility" implies that greater mobility occurs if more people are travelling longer distances more frequently and lesser mobility occurs if people travel shorter distances. The amount of travel that occurs within the region, however, has very little to do with the economic and social purposes that the transportation system is supposed to accomplish. A more appropriate goal would be improving access to goods and services. The term "access" does not bias analysis in favor of travel over longer distances.

7-F

By selecting mobility rather than accessibility as a goal of the RTP, the DEIR biases analysis in favor of projects that move more people over greater distances rather projects that locate housing, employment, shopping, and recreation in closer proximity. Because many of the adverse environmental effects caused by the current transportation system are due to the dispersal of different kinds of land uses, the DEIR's focus on mobility as a goal of the project obscures the adverse environmental effects that result from transportation and land use planning that focuses on mobility rather than accessibility.

7-F

V. DEIR's Analysis Of Transportation In Terms Of "Corridors" Biases Analysis In Favor Of Transportation Projects That Serve Longer Distance Travel

The DEIR notes that most trips are relatively short local trips. The DEIR and the RTP, however, evaluate transportation projects in the context of corridors along major regional transportation routes. Consequently, the DEIR and the RTP put a disproportionate amount of attention and resources into projects that cater to the relatively small portion of longer distance trips from one subregion to another. The DEIR fails to evaluate what kind of local transportation projects would encourage more people to walk, bike, or take transit for the kinds of short trips that make up the bulk of total trips.

7-G

VI. DEIR Does Not Adequately Evaluate Greenhouse Emissions

The National Research Council, at the bequest of the Bush administration, recently completed an analysis of scientific research on global climate change. The National Research Council, like the United Nation's Intergovernmental Panel on Climate Change, concluded that there is a strong likelihood that human activities are changing global climate, with potentially dramatic worldwide environmental repercussions. Transportation is one of the most significant sources of greenhouse gas emissions, but the DEIR provides entirely inadequate analysis of the greenhouse emissions under the RTP. The DEIR essentially shifts responsibility for greenhouse emissions to the federal government, saying that only the federal government should increase fuel efficiency requirements for automobiles. Greenhouse emissions, however, can also be reduced by reducing total vehicle miles traveled. Under all of the alternatives in the DEIR, total vehicle miles traveled will increase. There is no acknowledgement of how this will increase greenhouse gas emissions and there is no acknowledgement that MTC can reduce vehicle miles traveled, or at least per capita vehicle miles traveled, by exercising its financial authority to encourage land use patterns that are less automobile dependent.

7-H

Thank you for your consideration of these comments.

Sincerely,

Christopher Pederson

**LETTER 7 CHRISTOPHER PEDERSON, SEPTEMBER 28, 2001**

- 7-A Planning future land uses is outside MTC's scope of authority, however, and is not a purpose of the 2001 RTP. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999), pp. 2-3.) Rather, metropolitan planning regulations and conformity regulations require that MTC use the latest planning assumptions in the long range plan and air quality analysis of the RTP. (See also CEQA Guidelines Appendix G.) Thus, the transportation improvements proposed in the RTP are consistent with the projected and planned growth in the Bay Area, as identified by the Association of Bay Area Governments ("ABAG") (<http://www.abag.ca.gov>) in consultation with local governments, who determine which lands are available for new development.

The 2001 RTP does not — and cannot — alter the amount of land allocated for development in local land use plans. At most, a small number of transportation improvements in the 2001 RTP could have a localized effect on the timing of development in areas that depend on new access. (See Draft EIR, pp. 3-15 - 3-16.) Site-specific environmental review of these projects and their localized effects will be conducted as described in the Draft EIR. (See, e.g., Draft EIR, pp. 1-2 - 1-3, 1-6 - 1-7.) Please also refer to the responses to comments 8-U and 8-W.

- 7-B Please refer to the responses to comments 7-A and 14-A.
- 7-C The Draft EIR was prepared to inform decision-makers of the potentially significant environmental consequences of the 2001 RTP. Toward that end, Chapter 2.11 of the Draft EIR provides a detailed discussion of the relationship between the transportation improvements proposed in the RTP and land use, and evaluates the general land use implications of the proposed RTP and a range of alternatives. Specifically, beginning on page 2-170, the Draft EIR discusses urbanization impacts that could result from changes in accessibility made by some transportation improvements. (See also Draft EIR, pp. 2-165 - 2-177 (Section 2.11, Land Use); *id.* at pp. 3-15 - 3-16 (discussing potential growth-inducing impacts).) The transportation improvements proposed in the RTP are consistent with the projected and planned growth in the Bay Area, as identified by ABAG in consultation with local governments, who determine which lands are available for new development. Please also refer to the response to comment 7-A.
- 7-D Pursuant to Government Code section 65080, the RTP includes a Financial Element that summarizes the cost of implementing the projects in the RTP considering a financially constrained environment. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999), pp. 21-22.) In certain program

elements such as the Regional Transit Expansion Policy (RTEP) cost-effectiveness was used as a criteria for project selection. The Draft EIR does not further speculate as to the cost effectiveness of other transportation improvements in the 2001 RTP or its alternatives; nor would such speculation lead to any further meaningful environmental analysis at this conceptual, programmatic planning stage.

- 7-E An EIR for any project subject to CEQA review must consider a reasonable range of alternatives to the project that offer substantial environmental advantages over the project proposal, and may be “feasibly accomplished in a successful manner” considering the economic, environmental, social and technological factors involved. (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 566 (“Goleta II”); Pub. Resources Code, § 21061.1.) The discussion of alternatives need not be exhaustive, and the requirement as to the discussion of alternatives is subject to a construction of reasonableness. The statute does not demand what is not realistically possible given the limitation of time, energy, and funds. (*Residents Ad Hoc Stadium Committee v. Board of Trustees* (1979) 89 Cal.App.3d 274, 286; see also CEQA Guidelines, § 15126.6, subd. (f)(3) (an EIR need not consider an alternative whose implementation is remote and speculative).)

Infeasibility does not mean impossibility; an alternative or mitigation measure that is undesirable or impractical from a policy standpoint may be rejected as infeasible. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 416 (the concept of “feasibility” necessarily involves an agency policy-making body’s view as to what is desirable); see also *A Local and Regional Monitor v. City of Los Angeles* (1993) 16 Cal.App.4th 630, 639; Kostka & Zischke, *Practice Under the California Environmental Quality Act*, CEB, Vol. 1, § 17.21, p. 659.)

The System Management Alternative was defined in response to public comments requesting that MTC analyze an alternative that could be more environmentally protective than the proposed Project alternative. MTC defined the System Management Alternative to consist of more regional express buses, congestion pricing on the Bay bridges (to fund the buses and move traffic out of the peak hours), and reversible lanes for some freeways instead of full widening. (See, e.g., MTC Planning and Operations Committee Meeting of September 14, 2001 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092), p. 2.) Two highway projects were also deleted as suggested by some members of the public: (1) a fourth bore for the Caldecott Tunnel and the RTP-funded portion of the Hayward Bypass. MTC looked at this alternative in an effort to be responsive to public comments, notwithstanding its likely infeasibility due to social, technical, and economic factors that make its implementation remote. (*Goleta II*, *supra*, 52 Cal.3d at p. 566; *Residents Ad Hoc*

Stadium Committee, *supra*, 89 Cal.App.3d at p. 286; see also CEQA Guidelines, § 15126.6, subd. (f)(3).)

Furthermore, analysis of the System Management Alternative in the Draft EIR determined that it is, at best, only marginally environmentally superior to the RTP Project at a regional scale, and cannot feasibly be accomplished in a successful manner at this time. (Goleta II, *supra*, 52 Cal.3d at p. 566; Residents Ad Hoc Stadium Committee, *supra*, 89 Cal.App.3d at p. 286; see also CEQA Guidelines, § 15126.6, subd. (f)(3).)

- 7-F The 2001 RTP is comprised of transportation projects and programs that reflect six broad policy goals: (1) improve mobility for persons and freight; (2) improve safety for system users; (3) promote equity for system users; (4) enhance sensitivity to the environment; (5) sustain the economic vitality of the region; and (6) promote vital and livable communities. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999); Gov. Code, §§ 14522, 65080; see also Title 23, Section 134(f) of the U.S. Code (describing transportation planning factors required to be reflected in the RTP pursuant to federal law).) Supporting the movement of people and goods with relative ease and in a reliable manner is the most essential function of the 2001 RTP.

The Draft EIR comprehensively evaluates the traffic/transportation impacts of the Project and a reasonable range of alternatives pursuant to CEQA. Four significance criteria have been identified to measure mobility, *accessibility*, traffic increase in relation to existing traffic load and capacity of the road system as follows: (1) average travel time per trip; (2) number of work opportunities by auto and transit; (3) vehicle trips; and (4) vehicle miles traveled at level of service F. The “number of work opportunities by auto and transit” criterion measures accessibility. A highly comprehensive and detailed analysis of accessibility factors is also included in a companion report to the 2001 RTP entitled *Performance Measures Report for the 2001 RTP for the San Francisco Bay Area* (August 2001) (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092), which reflects the efforts of a working group to link performance measures to all of the RTP goals. Please also refer to the response to comment 7-A regarding land use planning vs. transportation planning issues.

- 7-G Under CEQA, an EIR must identify and focus on the possible significant impacts of a proposed project. (CEQA Guidelines, §§ 15126, subd. (a), 15126.2, subd. (a); Pub. Resources Code, § 21100, subd. (b)(1).) “The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence.” (CEQA Guidelines, § 15143; see also Pub. Resources Code, §§ 21002.1, subd. (e), 21100, subd. (c); CEQA Guidelines, § 15128.) Accordingly, the Draft EIR for the RTP appropriately focuses

on regional and corridor impacts rather than highly localized impacts, which are not likely to be adverse or significant for pedestrian and bicycle trips.

The RTP programs provide substantial funding (\$540 million) for a variety of bike and pedestrian improvements. In addition, the RTP includes transportation programs like the Transportation for Livable Communities ("TLC") program that fund planning and capital projects to encourage walkable and bike-friendly neighborhoods and downtowns, mixed-use development, and compact housing located adjacent to public transportation. MTC also promotes coordination and integration of transportation and land use planning through participation in the Regional Agencies Smart Growth Initiative as well as through its Housing Incentive Program ("HIP"). (Draft EIR, pp. 2-176 - 2-177.) Please also refer to the responses to comments 8-U and 8-W.

7-H Please refer to the responses to comments 4-B, 4-D, and 8-M.



**Ashley Nguyen - eir RTP**

---

**From:** "misty nimr" <mnimr@onemain.com>  
**To:** <anguyen@mtc.ca.gov>  
**Date:** 9/28/2001 4:55 PM  
**Subject:** eir RTP  
**CC:** <knimr@jps.net>

---

s

To: Ashley Nguyen, Project Manager  
anguyen@mtc.ca.gov  
From: Kathleen Nimr, Chair  
Transportation and Compact Growth Committee  
Sierra Club Bay Chapter

8

RE: Comments on the EIR FOR 2001 RTP

In general, the thrust of this EIR (just as in the RTP itself) is to accept the status quo, both in transportation and land use and assume that the price of a vibrant economy is inevitably detrimental to the environment. The EIR assumes ABAG projections as forecasts when these figures are themselves based on local government plans which may not always promote the goals of reducing traffic congestion and providing smart growth.

8-A

Missing Sections:

There is no analysis of the health effects on children and the rest of the population on the continuing auto dependency for travel

8-B

Environmental Justice.

There is no recognition that current planning does not take into account providing for all levels of income, including providing for community members who do not own automobiles, to live and work in all sections of the region.

8-C

Section 2.1 Transportation:

Note that ABAG projections are based on current auto dependent housing developments

8-D

Discussion of Regional Travel Patterns (p.2-2) must include more than peak hours trips since this report's own figures point to fewer work related trips (Table 2.1-7, p. 2.10)

8-E

Table 2.1-9 p. 2-11 should include accessibility of homes to transit.

8-F

More information needs to be included on current transit trips and possible strategies to increase transit and decrease VMT through increased transit availability.

8-G

p. 2-14 Impact described only accounts for a scenario where we merely strive to continue the poor transit accessibility and reliance on roads and auto use with all attendant environmental consequences that we currently suffer from.

8-H

Section 2.2 AIR QUALITY

This section indicates the lack of progress in improving air quality with current and past strategies.

8-I

We disagree with your dismissal of the BAAQMD CEQA guidelines asking for a rate of increase in VMT for the jurisdictions equal to or lower than the rate of increase in population; to dismiss the issue by saying 'current planning assumptions supersede CAP' does not solve the problem. We also disagree with your premise that healthy economies cannot achieve this criterion(p.2-27). This EIR must address the air quality problems and should recommend strategies for attainment of CAP. Making a comparison between these projects

8-J

and a No Project alternative is not acceptable since:

1. many of the projects in the current plan are included in this plan as well
2. it is this status quo that has caused the air quality problems to begin with

8-J

Cumulative impacts are dismissed based on using better emission control in the future, an assumption that has been made for many years - and has not solved the problems.

8-K

There is no mitigation for PM10.

8-L

#### Section 2.3 ENERGY

P. 2-34 Assumes energy consumption based on fuel efficiency. EIR neither assumes nor requires any advance in energy efficiency. Again, the project is compared with the so-called No Project Project which, of course, was even more profligate of energy. There is no mitigation for the energy impact; the only suggestion is that Congress will act..

8-M

#### Section 2.5 BIOLOGICAL RESOURCES

Impact 2.5-1 (p. 2-76) Loss of habitat, pollution of wetlands, streams cannot be mitigated to a less than significant level

8-N

2.5-2 Disturbance of biologically unique or sensitive protected communities is stated as significant impact. However, the mitigation should be to drop certain projects that are in areas not presently urbanized.

8-O

2.5-7 Cumulative impact caused by urbanization - this could also be avoided by this plan if transportation projects that promote development in these areas were not included in plan.

8-P

#### Section 2.6 WATER RESOURCES

p. 2-98 This EIR acknowledges that implementation of proposed transportation improvements would result in impacts on water resources by accommodating future planned urban development... We agree but would like to see a mitigation suggested.

8-Q

#### Section 2.10 POPULATION, HOUSING AND SOCIAL ENVIRONMENT

p. 2-156 Criteria for Significance

We disagree with #1: contributes to unplanned population or employment growth

Some of this so-called planned growth has not actually been approved or constructed and we disagree with your premise that the transportation system, i.e. roads, does not affect population and employment. Some of this growth has not occurred and would not if roads were not provided.

8-R

The EIR should recognize that if previous mitigation was required, e.g. for traffic congestion, it was unsuccessful as a mitigation. Projections are that these types of mitigation will not work in the next 20 years. Therefore MTC must exert leadership to amend the previous plan that was not environmentally sound in that it facilitated auto dependent development, both residential and work-related.

8-S

#### Section 2.11 LAND USE

Table 2-11-4 p. 2-173

Add to listed projects that impinge on non-grazing agricultural land

8-T

Vasco Road

Highway 4 Bypass

Route 4 East widening

p. 2-176 Mitigation should be strengthened by funds to promote smart growth and discourage the sprawl which is currently planned..

8-U

As you rightly point out (p. 2-175) counties in the Bay Area have more land planned for development than will be required; this EIR should indicate areas that should not be encouraged for development because of the sensitivity of the land or its distance from transit alternatives which would facilitate auto dependency.. Therefore your mitigation should be to scale back on those projects that encourage such poor planning practices.

8-V

The Mitigation(p.2-177) funding for HIP and TLC is woefully inadequate for the tasks and needs to be increased and become more proactive.

8-W

#### 3.1 ALTERNATIVES TO THE PROJECT

p. 3-1 All plans listed increase Daily Vehicle Trips.  
Under all plans level F increases  
Under all plans energy use increases.  
Under all plans PM 10 increases.

8-X

p. 3-14 Environmentally Superior Alternative

System management is minimally superior but only based on the criteria you identify; however it is not environmental superior because it emphasizes auto travel at peak hours and neglects your own study which shows that work-related travel will decrease during the period.

The environmentally superior alternative would be one that:

1. provided pro active leadership to local governments in planning for development that was not auto dependent.

2. shifted funds to those areas who are auto dependent because of lack of viable transit alternatives during both peak and non peak hours.

8-Y

p. 3-17 By merely stating that transportation has no effect on land use, you dismiss the growth inducing impacts; this is not sufficient; history has shown quite clearly that, without government provision of roads and other infrastructure certain developments are not financially feasible.

This plan which tries to facilitate travel by automobile - at which is fails anyway - is growth inducing of the wrong sorts of growth.

8-Z

Again, your final sentence that these are impacts that characterize growth allows governments to ignore environmental and social impacts and to continue business as usual; this is certainly not the purpose of an EIR.

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## LETTER 8 SIERRA CLUB BAY AREA CHAPTER, SEPTEMBER 28, 2001

- 8-A Metropolitan planning regulations and conformity regulations require that MTC use the latest planning assumptions in the long range plan and air quality analysis of the RTP. (See also CEQA Guidelines Appendix G.) The development of regional demographic and land use projections is the responsibility of ABAG. To produce the land use data for *Projections 2000*, for instance, ABAG continually collects data on current land use and development policies of local governments (such as general and specific plans, local zoning regulations, sewer hookup moratoria, building permit allocation measures, and growth initiatives). MTC has based its transportation and environmental analysis on the demographic and land use projections included in ABAG's *Projections 2000*. There are no other adopted land use forecasts produced by ABAG that could be substituted for these projections.

Additionally, in the fall of 2000, MTC joined four other regional agencies— ABAG, the Bay Area Air Quality Management District (<http://www.baaqmd.gov>), the San Francisco Bay Conservation and Development Commission (<http://www.bcdc.ca.gov>), and the San Francisco Bay Regional Water Quality Control Board (<http://www.swrcb.ca.gov/rwqcb2>)— as well as the Bay Area Alliance for Sustainable Development (<http://www.bayareaalliance.org>), in developing a set of smart growth land use options for the future. If adopted by ABAG, MTC will use this scenario in future Regional Transportation Plans and EIRs.

- 8-B Continuing auto dependency is neither an objective nor a reasonably foreseeable physical environmental effect of the proposed project. Rather, the 2001 RTP includes programs and projects to reduce auto dependency and anticipated increases in VMT. Furthermore, federal and state health-based air quality standards account for all segments of the population, including young and old. Mobile source related emissions from all criteria pollutants except PM<sub>10</sub> are projected to decrease substantially in the future due to improved automobile engines and fuels. As noted in the Draft EIR, without implementation of the RTP, PM<sub>10</sub> emissions are expected to increase substantially due to projected regional growth and the attendant increase in travel, which the Draft EIR identifies as a significant impact on a cumulative basis. Implementation of the 2001 RTP will mitigate the significance of cumulative PM<sub>10</sub> emissions because it includes programs and projects to reduce the growth in VMT.
- 8-C This comment identifies socioeconomic concerns that are outside the CEQA purview. (CEQA Guidelines, §§ 15131, subd. (a), 15382; see also Pub. Resources Code, §§ 21100, subd. (d), 21151, 21080, subd. (e).) Nevertheless, general mobility issues for minority and low income residents are addressed in a report entitled *Environmental Justice Report of the*

*2001 RTP for the San Francisco Bay Area* (September 2001), incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092. (See also Meeting Minutes, Environmental Justice Advisory Group, January 17, 2001; and Transportation Justice Working Group/MTC correspondence, February 5, 2001 through July 2, 2001 (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).)

- 8-D Please refer to the response to comment 8-A.
- 8-E The travel pattern data shown in Tables 2.1-1 and 2.1-7 on pages 2-2 and 2-10 of the Draft EIR are based on daily travel patterns, not peak hour trips. The average travel times shown in Table 2.1-7 are based on a weighing of peak period and off-peak period travel times.
- 8-F Table 2.1-8 on page 2-11 of the Draft EIR shows the accessibility of Bay Area households to activities by means of auto and transit. This comment is further addressed in the revisions to Table 2.1-8 in Section 2 of this document.
- 8-G The requested information has been provided through extensive consultation and public outreach efforts (see, e.g., MTC *Public Outreach & Involvement Program – Phase 1 Summary Report*, June 2001; MTC *Public Outreach Notebook*, April 2000 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092) and the resultant evaluation of a range of alternatives, considering different types and levels of transit service. Changes in transit supply levels for these alternatives are shown in Table 3.1-1 on page 3-2 of the Draft EIR. The resulting changes in VMT for these alternatives are shown in Table 3.1-6 on page 3-7 of the Draft EIR.

For additional information, a comparison of daily transit trips and boardings to VMT, by alternative, is shown in Table 3 of page 18 of MTC's *Performance Measures Report for the 2001 Regional Transportation Plan for the San Francisco Bay Area* (August 2001) (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).

- 8-H Transit accessibility is improving as shown in the *Performance Measure Report for the 2001 RTP* (September 2001) (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092). Transit's contribution to mobility is situational, depending on the service provided to the desired destination, cost and convenience. While the RTP indicates that 77 percent of all future transportation revenues will go to public transit, it also projects that only about 6 percent of daily trips will use public transit. Please also refer to the response to comment 4-B.

8-I This comment does not accurately reflect the information in the Draft EIR. For example, Table 2.2-8 on page 2-30 of the Draft EIR shows that emissions for CO, ROG, and NO<sub>x</sub> are expected to decrease substantially between 1998 and 2025, the horizon year of the 2001 RTP. This information reflects progress in improving air quality through transportation planning strategies as well as through stringent controls on automobile emissions implemented by the California Air Resources Board (<http://www.arb.ca.gov>). In addition, Table 2.2-1 of the Draft EIR illustrates that the Bay Area meets the 1-hour national ozone standard more than 99.9 percent of the time. From 1990 to 2000, Livermore is the only monitoring station that has more than one exceedance per year. Six stations recorded no exceedances in any year over the eleven-year period. This record has been achieved despite the unusually hot weather experienced in the mid-90s. (See also *Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard* adopted by ABAG, BAAQMD, and MTC on October 24, 2001 (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).)

8-J As noted in the Draft EIR, the CEQA Guidelines provide that significant impacts to air quality would occur if the plan would: conflict with or obstruct implementation of the applicable air quality attainment plan; violate any air quality standard or contribute to an existing or projected air quality violation; or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). The Draft EIR for the RTP considers these criteria to the extent reasonably feasible in a programmatic document by evaluating the proposed RTP in relation to overall mobile source emission trends.

The Draft EIR calculated projected vehicle emissions for the proposed project and determined the significance of air quality impacts by comparing them to both the existing physical environment and to the "No Project Alternative" (see, e.g., Draft EIR, p. 2-29; see also CEQA Guidelines, § 15125; Memorandum to MTC Planning and Operations Committee from MTC Executive Director re: Release of Draft EIR for the 2001 RTP, August 10, 2001 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).) The Draft EIR indicates that the air quality impacts with regard to CO, ROG, and NO<sub>x</sub> are not significant, because implementation of the RTP, together with state controls on vehicle emissions, will result in levels of emissions that are substantially lower than levels of criteria pollutants under existing conditions (Draft EIR, p. 2-30). This is not an adverse environmental impact (see, e.g., CEQA Guidelines, § 15382; see also Pub. Resources Code, § 21068.)

As further noted in the Draft EIR, PM<sub>10</sub> emissions are expected to increase substantially with or without the project due to projected regional growth and the attendant increase in travel, which the Draft EIR identifies as a significant impact on a cumulative basis. Implementation of the 2001 RTP will mitigate the significance of cumulative PM<sub>10</sub> emissions because it includes programs and projects to reduce the growth in VMT.

The statements in the Draft EIR with regard to attainability of the BAAQMD criteria are based on current demographic projections being used for regional planning; the Draft EIR's data are more accurate than the information upon which the BAAQMD criteria were based. No economically or socially feasible, realistic set of strategies for future land use changes or transportation pricing suggests that the BAAQMD criteria can be achieved. Analysis of data from the Urban Mobility Study (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092) by the Texas A&M University's Texas Transportation Institute ("TTI") (<http://tti.tamu.edu>) indicates that only two of the 68 metropolitan areas studied for the 1982 to 1999 period had annual VMT growth rates that were less than or equal to population growth rates. Data for the 68 metropolitan areas over this timeframe indicate an average 1.23 percent per year growth rate in total population and a 3.25 percent per year growth rate in daily VMTs. As discussed above, the Draft EIR shows that emissions for all criteria pollutants except PM<sub>10</sub> will decline substantially throughout the RTP planning horizon.

With respect to the BAAQMD's CEQA Guidelines, the Air District itself has stated in responses to recent comments on the *Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard* adopted by ABAG, BAAQMD, and MTC on October 24, 2001 (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092) "VMT/population growth rate comparison is intended for evaluating *local* plans and their consistency with regional air quality plans. The reason this criteria [sic] was established is because the California Clean Air Act sets performance standards for growth in motor vehicle use; and since local development decisions influence travel demand and local governments have sole jurisdiction over land use decisions, the District wants to encourage cities and counties to adopt local plans that limit growth in VMT." (See also <http://www.baaqmd.gov/planning/2001sip/2001sip.htm>.)

8-K Please refer to the responses to comments 8-I and 8-J.

8-L Please refer to the responses to comments 4-B and 4-D.

- 8-M The Draft EIR was prepared in accordance with CEQA to evaluate the RTP's potentially significant adverse impacts on the environment. Accordingly, the Draft EIR identifies increases in energy consumption due to projected increases in travel associated with future population and employment growth in the region. (Draft EIR, pp. 2-36 - 2-38.) Potentially significant adverse impacts related to transportation energy use are determined primarily by the efficiency of cars and trucks (determined at the federal level), and public transportation. The Draft EIR explains that tighter federal fuel efficiency standards would mitigate these increases to the greatest extent feasible, and further explains that, in contrast, analysis of differences between a wide range of RTP transportation alternatives reveals very little effect on overall energy consumption/greenhouse gas generation (see, e.g., Table 3.1-6).

Importantly, the Draft EIR evaluates a conservative, "worst-case" scenario because, although it acknowledges recent developments in technologies such as hybrid engines, it does not assume that they come into widespread use.

Please also refer to response to comment 4-B regarding trends in VMT.

- 8-N This comment states an opinion that potential impacts related to loss of habitat and pollution of wetlands or streams cannot be mitigated to a level of insignificance. On the contrary, the Draft EIR evaluates these potential impacts to the extent feasible at the programmatic level, explains that site-specific review of transportation projects in the RTP will be conducted pursuant to CEQA, and identifies performance standards to ensure no significant adverse impacts related to biological resources, including no net loss of wetland acreage and value. (Draft EIR, pp. 2-76 - 2-82; see, e.g., *Rio Vista Farm Bureau Center v. County of Solano* (1992) 5 Cal.App.4th 351.)
- 8-O The commenter's proposal to "drop certain projects that are in areas not presently urbanized" identifies policy concerns rather than concerns related to the adequacy of the Draft EIR, and is an inherent consideration in the site-specific "no project" analysis of individual RTP transportation projects. (See CEQA Guidelines, § 15126.6, subd. (e).)
- 8-P The Draft EIR was prepared to inform decision-makers of the potentially significant environmental consequences of the 2001 RTP. Toward that end, Chapter 2.11 of the Draft EIR provides a detailed discussion of the relationship between the transportation improvements proposed in the RTP and land use. Specifically, beginning on page 2-170, the Draft EIR discusses urbanization impacts that could result from changes in accessibility made by some transportation improvements. (See also Draft EIR, pp. 3-15 - 3-16 (discussing potential growth-inducing impacts).) The transportation improvements proposed in the RTP are consistent with the projected and planned growth in the Bay



Area, as identified by ABAG in consultation with local governments, who determine which lands are available for new development. The 2001 RTP does not — and cannot — alter the amount of land allocated for development in local land use plans. At most, a small number of transportation improvements in the 2001 RTP could have localized effects on the timing of development in areas that depend on new access. (See Draft EIR, pp. 3-15 - 3-16.) Site-specific environmental review of these projects and their localized effects will be conducted as described in the Draft EIR. (See, e.g., Draft EIR, pp. 1-2 - 1-3, 1-6 - 1-7.)

8-Q This comment is addressed in the revised mitigation identified for Impact 2.6-3 in Section 2 of this document.

8-R Under CEQA, the appropriate threshold of significance for a given environmental effect is simply that level at which the lead agency finds the effects to be significant; it can be defined as a quantitative or qualitative standard, or set of criteria, pursuant to which the significance of a given environmental effect may be determined. (See Governor's Office of Planning and Research, *Thresholds of Significance: Criteria for Defining Environmental Significance* (CEQA Technical Advice Series, September 1994).) While not adopted for general use pursuant to CEQA Guidelines section 15064.7, MTC has identified "significance criterion one" as an appropriate standard for evaluating the potential effects of the 2001 RTP, based on substantial evidence in the record. (See, e.g., ABAG's *Projections 2000*.) Please also refer to the response to comment 8-P.

8-S Auto dependent development is a result of residential preference factors, split commutes, and other influences, which may include, for example, the strong employment growth of Silicon Valley in the absence of proportionate residential growth; limitations on the *rate* of residential development by Bay Area cities; the imposition of growth management measures, including urban growth boundaries, by many Bay Area cities and counties; or other factors. (See, e.g., MTC *Commuter Forecasts for the San Francisco Bay Area, 1990-2020, Data Summary*, September 1998 (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092.)) The RTP's strategies, taken as a whole, are expected to enhance mobility and access while minimizing environmental impacts to the extent feasible within a framework of financial reality. (See MTC *Funding Guide* and MTC *Citizens' Guide*, incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092.)

Impacts such as traffic congestion and increased air pollutant emissions result from regional growth that will continue to occur with or without major transportation improvements, since the factors most affecting potential growth are immigration, birth

rates of different segments of the population, housing availability and cost, job opportunities, and other factors. (Draft EIR, pp. 3-15 - 3-16.) Transportation investment in general, and increased capacity in particular, currently lag behind the growth that has already occurred in the Bay Area. (See, e.g., MTC *Bay Area Transportation Blueprint – Phased Implementation Plan* (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092.) Roadway lane miles are projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent. The limited transportation system expansion contemplated in the 2001 RTP therefore will not result in traffic congestion impacts, beyond those created by regional growth, that require separate mitigation. (Draft EIR, pp. 2-10 - 2-14, 3-15 - 3-16.)

- 8-T Table 2.11-4 of the Draft EIR identifies RTP projects with the potential to convert resource lands to transportation use. For the purposes of this analysis, agricultural lands classified by the California Department of Conservation under its Farmland Mapping and Monitoring Program as *prime farmland*, *farmland of statewide importance*, *farmland of local importance*, and *grazing land* were considered a resource. (See also CEQA Guidelines, Appendix G.) Agricultural lands classified as *other* by the Department of Conservation were not considered a resource due to their relatively low importance and the fact that their limited conversion to transportation use would not be significant at a regional level. The Draft EIR does indicate, however, that while on a regional level the conversion of resource lands to transportation use would not be significant, some conversion could be considered locally significant. Such impacts must be evaluated on a case-by-case basis in the process of site-specific environmental review of RTP projects.
  
- 8-U “[T]he sprawl which is currently planned” by cities and counties in the Bay Area is not an adverse impact of the 2001 RTP for which the Draft EIR can identify feasible mitigation. (See Pub. Resources Code, §§ 21002, 21081, subd. (a), 21100, subd. (b)(3); CEQA Guidelines, §§ 15002, subd. (a)(3), 15021, subd. (a)(2), 15091, subd. (a)(1), 15126, subd. (e), 15126.4.) MTC has no land use authority and cannot directly affect growth patterns. To the extent reasonably feasible, MTC promotes coordination and integration of transportation and land use planning through participation in the Regional Agencies Smart Growth Initiative as well as through its Transportation for Livable Communities (“TLC”) program and its Housing Incentive Program (“HIP”). (Draft EIR, pp. 2-176 - 2-177.) Please also refer to the response to comment 8-W.
  
- 8-V Planning future land uses is outside MTC’s scope of authority and is not a purpose of the 2001 RTP. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999), pp. 2-3 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).) The

transportation planning efforts of the RTP must be based on current and reliable data such as the regional land use assumptions prepared by ABAG, which take into account local general plans. MTC is mandated by federal regulations to use the ABAG projections in the RTP. Please also refer to the response to comment 8-U.

- 8-W The RTP addresses this concern by proposing to triple the funding for the HIP and TLC programs. (MTC *Draft 2001 Regional Transportation Plan for the San Francisco Bay Area*, August 2001, pp. 45-46, 52.)
- 8-X These factors are manifestations of the projected growth in the Bay Area, upon which the modest transportation improvements that can be funded in the 2001 RTP have extremely limited effect. Please also refer to the responses to comments 4-D and 8-S.
- 8-Y These comments relating to an environmentally superior alternative do not account for statutory restrictions on the “shifting” of funds, nor do they acknowledge the more fundamental issue of the general limitation related to availability of funds to operate expanded and new transit service. (See, e.g., MTC *Funding Guide*; MTC *Citizens’ Guide*.) Please also refer to the response to comment 7-E regarding the System Management Alternative.
- 8-Z While it is true that, historically, transportation projects can change land access conditions and facilitate future growth, such influences of the 2001 RTP will be insignificant because:
- Modifications to the existing transportation network proposed in the 2001 RTP are very modest, and are intended to maintain system operations, address existing congestion, and serve projected regional growth. Roadway expenditures are estimated to increase roadway capacity by only 5 percent over the 25-year planning horizon of the 2001 RTP. By comparison, population is expected to grow by 19 percent and employment by 33 percent over the same period. Nearly two-thirds of the entire RTP budget is devoted to transit maintenance and operations, and another 14 percent to road maintenance and operations. By devoting 80 percent of available funds to maintaining and operating the existing transportation network, the 2001 RTP recognizes that the first and best defense against sprawl is investment in the urban core.
  - The RTP does not include any new regional or sub-regional roadway corridors—except the Highway 4 Bypass, which has been analyzed in a separate project-level EIR and in the previous RTP— that would create access to new non-urbanized areas or “open them up” for development. (See, e.g., 1998 RTP EIR, which is incorporated by reference herein pursuant to CEQA Guidelines section 15150 and

Public Resources Code section 21092.) Conversely, the RTP includes several new transit corridors, including light rail and bus corridors.

- The region is built out to such a degree that the transportation improvements in the 2001 RTP will not have significant growth-inducing impacts. The transportation improvements themselves will play little, if any, role in expanding urban areas or changing the land use character of neighborhoods and districts in the Bay Area.

Please also refer to the responses to comments 4-D, 8-S, and 8-X.

State of California

The Resources Agency

## MEMORANDUM

To: Project Coordinator  
Resources Agency

Date: September 27, 2001

Ms. Ashley Nguyen  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

9

From: Department of Conservation  
Office of Governmental and Environmental Relations

Subject: Draft Environmental Impact Report (DEIR) for the 2001 Regional Transportation Plan (RTP) – SCH #2001032141

The California Department of Conservation's Divisions of Mines and Geology (DMG) and Land Resource Protection (DLRP) have reviewed the DEIR for the RTP. DMG maps and classifies the presence of significant mineral resources in California, and produces reports and maps to support land use decisions that conserve these resources. DLRP administers statewide agricultural land conservation programs including the Farmland Mapping and Monitoring Program and the California Land Conservation (Williamson) Act. We offer the following comments on the DEIR.

Mineral Resources

The DEIR for the Metro Transportation Project does not address the possible impacts that the project may have on mineral resources. We acknowledge the fact that the DEIR is programmatic and does not address the level of scale or detail necessary to identify site-specific impacts. We nevertheless recommend that the final document describe significant mineral resource zones in the planning region that could be impacted by subsequent projects resulting from the RTP. The final EIR should also discuss potential direct and indirect impacts of full implementation of the RTP in terms of future availability of mapped mineral resources relative to future demand.

9-A

We refer you to DMG Open File Reports 99-01 and 96-03, and DMG Special Report 146 for information on mapped and classified mineral resources, and analyses of supply and demand. Also, the general plans of each county in the planning area are required by the 1975 Surface Mining and Reclamation Act (SMARA) to contain mineral resource conservation policies. The DEIR should examine the consistency of RTP policies with those of county mineral resource conservation policies.

Project Coordinator and Ms. Ashley Nguyen  
September 27, 2001  
Page 2

### Agricultural Land Conservation

DLRP commented on the Notice of Preparation for the project in its letter of April 26, 2001. We offer the following additional comments.

The DEIR explains that its analysis is at a program-level, and that future projects resulting from the RTP will be subject to a project-specific environmental analysis pursuant to California Environmental Quality Act (CEQA) and/or the National Environmental Protection Act. Nevertheless, the DEIR generally discusses impacts of the project on resource lands, including prime agricultural land. Table 2.11-4 lists the types of agricultural lands impacted by transportation corridors, though not the acreage involved. The DEIR summarizes the conversion impacts by noting that the conversion of resource land is likely to be limited. We request a more detailed justification for a finding that there will be no significant impact. For example, we suggest that acreage estimates be used to conduct an impact analysis based on the California Land Evaluation and Site Assessment (LESA) model. This model is an adaptation for California of the U.S. Department of Agriculture's LESA model that is used to rate farmland impacts of federal projects under the Farmland Protection Policy Act of 1981. A user handbook of the California LESA model is available from the Department via the Web at <http://www.consrv.ca.gov/dlrp/LESA/LESA.htm>.

**9-B**

The DEIR notes that project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. The DEIR then lists several mitigation measures to be considered. With the exception of the mitigation measure proposing avoidance of the impact, the other mitigation measures only address land use impairment or conflict impacts, but not the direct conversion or growth-inducing impacts. Therefore, we recommend that the final EIR also discuss the purchase of agricultural land conservation easements on land of at least equal quantity and size as partial compensation for the direct loss of agricultural land. The strategic purchase of conservation easements along future transportation corridors through agricultural lands can also serve to mitigate growth-inducing impacts of transportation projects. We highlight this measure because of its growing acceptance and use by lead agencies as mitigation for the loss of agricultural land under CEQA. In particular, Caltrans now proposes the use of agricultural conservation easements to mitigate transportation project impacts on agricultural land. In addition, agricultural land conservation easements to mitigate project impacts have been used by the cities of Livermore and Woodland, as well as by the Counties of Monterey and Sacramento.

**9-C**

Mitigation using easements can be implemented by at least two alternative approaches. One approach is the prior purchase and dedication of easements as a condition of project approval. The second approach is via the payment of impact

Project Coordinator and Ms. Ashley Nguyen  
September 27, 2001  
Page 3

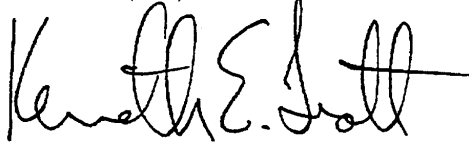
mitigation fees for the subsequent purchase of easements by a local, regional or statewide organization or agency whose purpose includes the purchase, holding and maintenance of agricultural land conservation easements. These organizations include land trusts and conservancies. At the state level, the Division's California Farmland Conservancy Program (CFCP) is authorized to accept funds for the subsequent purchase (via grants to local organizations) of agricultural land conservation easements. Whatever the approach, if the use of conservation easements is considered, the conversion of agricultural land should be deemed an impact of at least regional significance, and the search for replacement lands conducted regionally.

**9-C**

Information on the CFCP, and conservation easements generally, is available on the Department's website, or by contacting the Division at the address and phone number listed below. The Department's website address is:

<http://www.consrv.ca.gov/dlrp/CFCP/index.htm>

Thank you for the opportunity to comment on the DEIR. If you have questions on our comments, or require technical assistance or information on mineral resources or agricultural land conservation, please call me at (916) 445-8733.



Kenneth E. Trott  
Environmental Coordinator

cc: Robert Hill, Supervising Geologist  
Division of Mines and Geology

Erik Vink, Assistant Director  
Division of Land Resource Protection

**LETTER 9 CALIFORNIA DEPARTMENT OF CONSERVATION, SEPTEMBER 27, 2001**

- 9-A This comment is addressed through revisions to Criterion of Significance 1, Summary of Impacts Table 2.11-4, and Method of Analysis for Section 2.11 in Section 2 of this document.
- 9-B As noted in the Draft EIR, quantification of the potential conversion of resource lands to transportation use resulting from the 2001 RTP cannot be determined until the final design of the specific transportation improvements identified in Table 2.11-4—including the width and location of any new right-of-way—is complete. Accordingly, further assessment of the significance of potential conversion of resource lands at this conceptual, programmatic stage would be highly speculative and essentially meaningless. Site-specific review of RTP projects will be conducted in accordance with CEQA based on detailed design proposals for the improvements.
- 9-C This comment is addressed through revisions to the mitigation for Impact 2.11-1 in Section 2 of this document.





Gray Davis  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH



Steven A. Nissen  
DIRECTOR

October 1, 2001

Ashley Nguyen  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

10

Subject: 2001 Regional Transportation Plan for San Francisco Bay Area  
SCH#: 2001032141

Dear Ashley Nguyen:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 28, 2001, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse

Enclosures  
cc: Resources Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2001032141  
**Project Title** 2001 Regional Transportation Plan for San Francisco Bay Area  
**Lead Agency** Metropolitan Transportation Commission

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**Type** EIR Draft EIR  
**Description** The Regional Transportation Plan is the major policy and planning document for the Metropolitan Transportation Commission and is required under federal planning regulations. It outlines future transportation investment strategies for the nine-county San Francisco Bay Area through the year 2025, given a reasonable estimate of future transportation revenues. The last update of the RTP was adopted by the MTC in October 1998.

---

**Lead Agency Contact**

**Name** Ashley Nguyen  
**Agency** Metropolitan Transportation Commission  
**Phone** 510-464-7809 **Fax**  
**email**  
**Address** 101 Eighth Street  
**City** Oakland **State** CA **Zip** 94607

---

**Project Location**

**County** Alameda, Contra Costa, Marin, Napa, San Francisco, ...  
**City**  
**Region**  
**Cross Streets**  
**Parcel No.**  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways**  
**Airports**  
**Railways**  
**Waterways**  
**Schools**  
**Land Use**

---

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Economics/Jobs; Geologic/Seismic; Noise; Soil Erosion/Compaction/Grading; Traffic/Circulation; Water Quality; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Game, Region 3; Delta Protection Commission; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; California Highway Patrol; Caltrans, District 4; Caltrans, Division of Transportation Planning; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

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**Date Received** 08/14/2001 **Start of Review** 08/15/2001 **End of Review** 09/28/2001



## Department of Toxic Substances Control



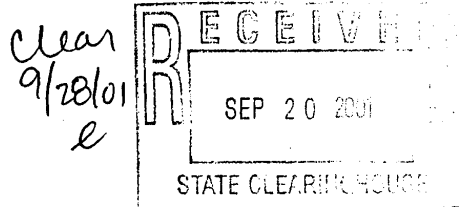
Winston H. Hickox  
Secretary for  
Environmental  
Protection

Edwin F. Lowry, Director  
700 Heinz Avenue, Bldg. F, Suite 200  
Berkeley, California 94710-2721

Gray Davis  
Governor

September 19, 2001

Ms. Ashley Nguyen  
Metropolitan Transportation Commission  
101 Eighth St.  
Oakland, CA 94607



Dear Ms. Nguyen:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) (SCH # 2001032141) for the 2001 Regional Transportation Plan (RTP) for the San Francisco Bay Area. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Resource Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project adequately addresses any required remediation activities related to a hazardous substances release.

After having reviewed the Draft EIR, there are several issues of concern that need to be addressed in the individual CEQA documents that will be prepared for future transportation projects under the RTP. For example, if buildings on residential, commercial, or industrial land need to be removed for construction purposes, historical assessments of the properties should be conducted to determine if chemicals were ever used or released. Depending on the results of the assessment, soil and/or groundwater sampling may be necessary. Similarly, the draft EIR notes that for a number of projects, the conversion of agricultural land to transportation use will occur. For these projects, a historical survey should also be conducted to determine whether pesticides were applied. If so, soil and groundwater samples should be collected in order to determine the chemical levels and extent of pesticide contamination. Likewise, if projects occur near waterways or bodies of water, the condition of the water should be reviewed for chemical content. The impacts of the specific projects from and to groundwater and/or surface water should be addressed. If hazardous substances have been released, they will need to be addressed as part of the projects.

For example, if the remediation activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4)

Ms. Ashley Nguyen  
September 17, 2001  
Page 2

risk of upset should be there an accident at the Site.

DTSC can assist lead agencies in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that such projects are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in future meetings where issues relevant to our statutory authority are discussed.

DTSC is currently administering the \$85 million Urban Cleanup Loan Program, which will provide low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. The program is composed of two main components: low interest loans of up to \$100,000 to conduct preliminary endangerment assessments of underutilized properties; and loans of up to \$2.5 million for the cleanup or removal of hazardous materials also at underutilized urban properties. These loans are available to developers, businesses, schools, and local governments. A fact sheet regarding this program is attached for your information.

Please contact Hodayune Atiqee of my staff at (510) 540-3816 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,



Barbara J. Cook, P.E., Chief  
Northern California - Coastal Cleanup  
Operations Branch

Enclosures

cc: without enclosures

Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Ms. Ashley Nguyen  
September 17, 2001  
Page 3

Guenther Moskat  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

**LETTER 10 STATE OF CALIFORNIA GOVERNOR'S OFFICE OF PLANNING AND  
RESEARCH, OCTOBER 1, 2001**

- 10-A This transmittal letter is acknowledged. The comment letter is transmitting comments received by the State Clearinghouse, to which written responses have been made. No further response is necessary.



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



Steven A. Nissen  
DIRECTOR

October 1, 2001

Ashley Nguyen  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

11

Subject: 2001 Regional Transportation Plan for San Francisco Bay Area  
SCH#: 2001032141

Dear Ashley Nguyen:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on September 28, 2001. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2001032141) when contacting this office.

Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse

Enclosures  
cc: Resources Agency

State of California

The Resources Agency

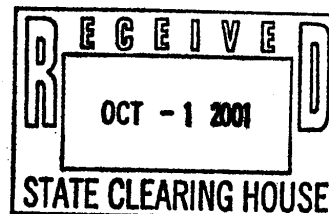
## MEMORANDUM

To: Project Coordinator  
Resources Agency

Date: September 27, 2001

Ms. Ashley Nguyen  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

*Clear  
9/28/01  
late  
e*



From: Department of Conservation  
Office of Governmental and Environmental Relations

Subject: Draft Environmental Impact Report (DEIR) for the 2001 Regional Transportation Plan (RTP) – SCH #2001032141

The California Department of Conservation's Divisions of Mines and Geology (DMG) and Land Resource Protection (DLRP) have reviewed the DEIR for the RTP. DMG maps and classifies the presence of significant mineral resources in California, and produces reports and maps to support land use decisions that conserve these resources. DLRP administers statewide agricultural land conservation programs including the Farmland Mapping and Monitoring Program and the California Land Conservation (Williamson) Act. We offer the following comments on the DEIR.

Mineral Resources

The DEIR for the Metro Transportation Project does not address the possible impacts that the project may have on mineral resources. We acknowledge the fact that the DEIR is programmatic and does not address the level of scale or detail necessary to identify site-specific impacts. We nevertheless recommend that the final document describe significant mineral resource zones in the planning region that could be impacted by subsequent projects resulting from the RTP. The final EIR should also discuss potential direct and indirect impacts of full implementation of the RTP in terms of future availability of mapped mineral resources relative to future demand.

We refer you to DMG Open File Reports 99-01 and 96-03, and DMG Special Report 146 for information on mapped and classified mineral resources, and analyses of supply and demand. Also, the general plans of each county in the planning area are required by the 1975 Surface Mining and Reclamation Act (SMARA) to contain mineral resource conservation policies. The DEIR should examine the consistency of RTP policies with those of county mineral resource conservation policies.



Project Coordinator and Ms. Ashley Nguyen  
September 27, 2001  
Page 2

#### Agricultural Land Conservation

DLRP commented on the Notice of Preparation for the project in its letter of April 26, 2001. We offer the following additional comments.

The DEIR explains that its analysis is at a program-level, and that future projects resulting from the RTP will be subject to a project-specific environmental analysis pursuant to California Environmental Quality Act (CEQA) and/or the National Environmental Protection Act. Nevertheless, the DEIR generally discusses impacts of the project on resource lands, including prime agricultural land. Table 2.11-4 lists the types of agricultural lands impacted by transportation corridors, though not the acreage involved. The DEIR summarizes the conversion impacts by noting that the conversion of resource land is likely to be limited. We request a more detailed justification for a finding that there will be no significant impact. For example, we suggest that acreage estimates be used to conduct an impact analysis based on the California Land Evaluation and Site Assessment (LESA) model. This model is an adaptation for California of the U.S. Department of Agriculture's LESA model that is used to rate farmland impacts of federal projects under the Farmland Protection Policy Act of 1981. A user handbook of the California LESA model is available from the Department via the Web at <http://www.consrv.ca.gov/dlrp/LESA/LESA.htm>.

The DEIR notes that project sponsors shall commit to mitigation measures at the time of certification of their project environmental document. The DEIR then lists several mitigation measures to be considered. With the exception of the mitigation measure proposing avoidance of the impact, the other mitigation measures only address land use impairment or conflict impacts, but not the direct conversion or growth-inducing impacts. Therefore, we recommend that the final EIR also discuss the purchase of agricultural land conservation easements on land of at least equal quantity and size as partial compensation for the direct loss of agricultural land. The strategic purchase of conservation easements along future transportation corridors through agricultural lands can also serve to mitigate growth-inducing impacts of transportation projects. We highlight this measure because of its growing acceptance and use by lead agencies as mitigation for the loss of agricultural land under CEQA. In particular, Caltrans now proposes the use of agricultural conservation easements to mitigate transportation project impacts on agricultural land. In addition, agricultural land conservation easements to mitigate project impacts have been used by the cities of Livermore and Woodland, as well as by the Counties of Monterey and Sacramento.

Mitigation using easements can be implemented by at least two alternative approaches. One approach is the prior purchase and dedication of easements as a condition of project approval. The second approach is via the payment of impact

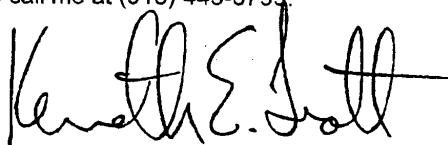
Project Coordinator and Ms. Ashley Nguyen  
September 27, 2001  
Page 3

mitigation fees for the subsequent purchase of easements by a local, regional or statewide organization or agency whose purpose includes the purchase, holding and maintenance of agricultural land conservation easements. These organizations include land trusts and conservancies. At the state level, the Division's California Farmland Conservancy Program (CFCP) is authorized to accept funds for the subsequent purchase (via grants to local organizations) of agricultural land conservation easements. Whatever the approach, if the use of conservation easements is considered, the conversion of agricultural land should be deemed an impact of at least regional significance, and the search for replacement lands conducted regionally.

Information on the CFCP, and conservation easements generally, is available on the Department's website, or by contacting the Division at the address and phone number listed below. The Department's website address is:

<http://www.consrv.ca.gov/dlrp/CFCP/index.htm>

Thank you for the opportunity to comment on the DEIR. If you have questions on our comments, or require technical assistance or information on mineral resources or agricultural land conservation, please call me at (916) 445-8733.



Kenneth E. Trott  
Environmental Coordinator

cc: Robert Hill, Supervising Geologist  
Division of Mines and Geology

Erik Vink, Assistant Director  
Division of Land Resource Protection

**LETTER 11 STATE OF CALIFORNIA GOVERNOR'S OFFICE OF PLANNING AND  
RESEARCH, OCTOBER 1, 2001**

- 11-A This transmittal letter is acknowledged. The comment letter is transmitting comments received by the State Clearinghouse, to which written responses have been made. No further response is necessary.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 PACIFIC AVENUE, SANTA CRUZ, CALIFORNIA 95060-3911 (831) 460-3200 FAX (831) 460-3215 OR (831) 471-1290

Ashley

SERVICE AUTHORITY  
FOR FREEWAY  
EMERGENCIES  
(SAFE) ☐

September 28, 2001

CONGESTION  
MANAGEMENT  
AGENCY ☐

Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

COMMUTE  
SOLUTIONS ☐

RE: Draft 2001 RTP and EIR

Dear Mr Heminger:

TRANSPORTATION  
POLICY COMMITTEE ☐

We received the Draft 2001 Regional Transportation Plan and Environmental Impact Report for the San Francisco Bay Area. Overall, the documents provide an excellent presentation of complex transportation planning, funding and project information in an easily accessible, understandable format.

RAIL OVERSIGHT  
COMMITTEE ☐

BUDGET &  
ADMINISTRATION  
PERSONNEL  
COMMITTEE ☐

Specifically, we have the following comments. Attached is a copy of the Goals and Policies (Attachment 1) from the Draft 2001 Regional Transportation Plan for Santa Cruz County which support the following comments. The majority of intercounty items are listed under Policy 2.4.

INTERAGENCY  
TECHNICAL  
ADVISORY  
COMMITTEE ☐

In-Commute forecasts are too low from Santa Cruz County (p. 19)

According the 1990 census, 20,600 commuters traveled from their residences in Santa Cruz County to the Bay Area counties of Santa Clara, San Mateo, Alameda, San Francisco and Contra Costa (Attachment 2). Although we have not yet seen the statistics from the 2000 census, it is reasonable to assume that these numbers have increased. Similarly, the existing and forecasted commuters from Monterey County looks low.

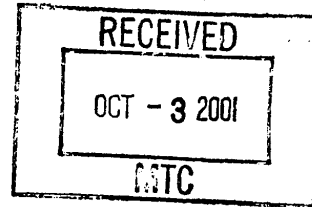
BICYCLE COMMITTEE ☐

ELDERLY & DISABLED  
TRANSPORTATION  
ADVISORY COMMITTEE ☐

Include Monterey County in the subareas commuting to Silicon Valley (p.113)

Support of the Caltrain Extension to Salinas with station in Pajaro (p. 114)

The SCCRTC supports existing and continued funding to serve inter-county rail travel and Amtrak service.



12

12-A

12-B

12-C

WWW.SCCRTC.ORG  
EMAIL:INFO@SCCRTC.ORG

MEMBER AGENCIES: SANTA CRUZ METROPOLITAN TRANSIT DISTRICT, COUNTY OF SANTA CRUZ, CALTRANS, CITIES OF CAPITOLA, SANTA CRUZ, SCOTTS VALLEY, WATSONVILLE

Support of Highway 17 improvements between Campbell and Los Gatos (p.114)

The SCCRTC supports existing and continued funding for improvements to this stretch of Highway 17 including improvements for the Highway 17 Express Bus service, jointly operated by the Valley Transportation Authority and Santa Cruz Metropolitan Transit District.

12-C

Support of the Vasona light-rail transit extension (p. 114)

The SCCRTC supports existing and continued funding for transit connections serving the Highway 17 Express Bus service and future transit options.

Thank you for the opportunity to comment on the Draft 2001 Regional Transportation Plan and Environmental Impact Report.

Sincerely,



Linda Wilshusen  
Executive Director

Attachment 1: Goals and Policies from the Draft 2001 Regional Transportation Plan  
Attachment 2: 1990 Census Journey to Work Data

SARTP\MTCTrpComments.Sep01.wpd

Goals and Policies

Draft 2001 Regional Transportation Plan  
for Santa Cruz County

Attachment 1

Goal 1:

PRESERVE AND MAINTAIN THE EXISTING TRANSPORTATION SYSTEM, EMPHASIZING SAFETY AND EFFICIENCY.

- 1.1 Ensure that adequate support is provided to maintain and operate the existing transportation system.
  - 1.1.1 Support road rehabilitation projects based on local Pavement Management System priorities and average daily traffic.
- 1.2 Continue to provide facilities to accommodate automobile use in recognition that it is the current transportation mode of choice for the majority of people in the county.
- 1.3 Improve road and transit efficiency by increasing vehicle occupancy and transit ridership, and by providing cost-effective specialized transportation services.
  - 1.3.1 Support all forms of transportation demand management strategies for school and work trips, including, but not limited to, flextime, carpooling, bus pass programs, preferential parking and telecommuting.
  - 1.3.2 Encourage employers to join Transportation Management Associations.
  - 1.3.3 Encourage multi-employer vanpooling.
  - 1.3.4 Encourage coordination between school bus service and public transit.
  - 1.3.5 Encourage coordination of Americans with Disabilities Act (ADA) and other specialized transportation services with the Consolidated Transportation Services Agency (CTSA), Santa Cruz Metropolitan Transit District (SCMTD), and private providers.
  - 1.3.6 Consider redirecting underutilized transit service hours to areas experiencing overcrowding.
  - 1.3.7 Encourage use of fixed-route transit rather than paratransit, where possible.
  - 1.3.8 Encourage accessible taxi use where cost effective, especially in urban areas.
  - 1.3.9 Encourage volunteer, friend and relative-provided transportation for the elderly and disabled, especially in rural areas.
  - 1.3.10 Encourage school districts and other public agencies to plan and implement transportation demand management and alternative transportation strategies.
  - 1.3.11 Encourage the diversion of goods movement from truck to rail.
  - 1.3.12 Encourage bicycle delivery services.
  - 1.3.13 Encourage employers to make bicycles and bike facilities available for business-related trips.
- 1.4 Minimize vehicular delay and transit travel times through low cost/high benefit operational improvements, with highest priority given to improving transit travel times.
  - 1.4.1 Encourage signal standardization and signal timing improvements, with respect for pedestrian mobility and bicycle access, and discourage unwarranted stops on arterial streets.



- 1.4.2 Improve freeway traffic flow through consideration of ramp metering on Highway 1 between Highway 17 and Freedom Boulevard.
- 1.4.3 Schedule construction to avoid peak commute or visitor periods.
- 1.4.4 Support bus turnouts and the Yield to Buses program.
- 1.5 Preserve existing transportation corridors and facilities for current and future transportation uses.
  - 1.5.1 Retain the Watsonville Municipal Airport as a general aviation facility.
  - 1.5.2 Support the Monterey County airport as the only commercial air carrier airport in the region.
  - 1.5.3 Prohibit use of existing railroad rights-of-way which would prevent their use for rail or transit purposes in the future.
  - 1.5.4 Retain and/or enhance all existing sidewalks, bikeways and bus turnouts in road improvement projects.
  - 1.5.5 Support development of a corridor preservation process.
- 1.6 Emphasize safety when making decisions about transportation priorities.
  - 1.6.1 Give priority to safety improvements at locations with higher-than-average accident records.
  - 1.6.2 Reduce bicycle collisions by reducing the potential for bicycle and auto conflicts.
  - 1.6.3 Minimize adverse impacts on bicyclists and pedestrians during construction and maintenance activities by prompt repair, sweeping, and avoiding longitudinal seams on all road edges and curb areas including bicycle lanes.
  - 1.6.4 Encourage law enforcement agencies to take a more active role in the enforcement of laws governing the operation of bicycles and of motorists who are at fault in bicycle-motor vehicle accidents.
  - 1.6.5 Encourage driver instruction about sharing the road with bicycles.
  - 1.6.6 Enhance safety and security around municipal and private airfields.
  - 1.6.7 Oppose legislation which increases allowable truck size.
  - 1.6.8 Encourage truck maneuvering on private property, not public streets.
  - 1.6.9 Improve bicyclists' safety by eliminating impediments along bikeways, conducting regular street sweeping, bike lane repainting and implementing traffic signal detection of bicycles.
- 1.7 Increase the use of new technology, including information and telecommunication technology to improve traffic operations and traveler information, and to reduce travel demand.

## Goals and Policies

### Goal 2:

#### INCREASE MOBILITY BY PROVIDING AN IMPROVED AND INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM.

- 2.1 Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks.
- 2.2 Implement the 1999 Watsonville-Santa Cruz-UCSC Corridor *Major Transportation Investment Study* program of projects at the approved funding levels:
  - Widen Highway 1 with High Occupancy Toll (HOT) Lanes (\$46 million)
  - Bus service improvements (\$124 million)
  - Santa Cruz Branch Rail right-of-way acquisition (\$15 million)
  - Bicycle/pedestrian path on rail right-of-way (\$12 million)
  - Local road improvements (\$50 million)
  - Local bicycle projects (\$12 million)
  - Electric bicycle subsidy program (\$1 million)
- 2.3 Reduce the automobile's impact on the region by increasing opportunities for transit use by residents, commuters, students, employees and visitors to the area, in a manner which best achieves the Commission's transit ridership goal of 10 percent of all trips.
  - 2.3.1 Encourage interagency coordination to anticipate and accommodate transit services changes.
  - 2.3.2 Support consideration of new transit technology, including evaluation of bus rapid transit strategies.
  - 2.3.3 Emphasize commute transit services on congested corridors.
  - 2.3.4 Protect the potential for future commute transit service on existing rail lines.
  - 2.3.5 Support allowing bicycles inside buses under specified conditions.
- 2.4 Serve intercounty and intracounty travel needs, including consideration of travel links outside of the county.
  - 2.4.1 Emphasize improvements within the county which reduce weekday peak-hour congestion.
  - 2.4.2 Support service that maximizes fare-box return for inter-county commute trips.
  - 2.4.3 Design road capacity improvements to meet local design and Level of Service standards.
  - 2.4.4 Emphasize pedestrian and bicycle safety and direct access in urban area collector, arterial and intersection improvements.
  - 2.4.5 Allow construction of new arterial or collector roads only when transit and/or existing facilities cannot accommodate demand and negative environmental impacts can be avoided, minimized or mitigated.
  - 2.4.6 Retain the option of future in-county passenger rail service for when it is financially feasible, acceptable to the community, and only after completion of an environmental impact report that concludes that all the significant impacts can be satisfactorily mitigated.
  - 2.4.7 Support a Watsonville Junction rail station to serve inter-county rail travel and Amtrak service.



- 2.4.8 Support expanded general and freight aviation at the Watsonville Municipal Airport consistent with the current Airport Master Plan if it will not adversely affect surrounding areas.
- 2.4.9 Support park-and-ride lot development where appropriate, including links with express bus service to key employment and education centers and other alternative transportation modes.
- 2.5 Provide multi-modal access to recreational resources.
  - 2.5.1 Encourage shuttle services in coastal areas.
  - 2.5.2 Encourage private transit service for visitor-serving trips.
  - 2.5.3 Use the existing rail line for recreational/ coastal access to minimize visitor impact on local streets and highways.
  - 2.5.4 Consider private ferry service on the Monterey Bay.
- 2.6 Provide an integrated and Americans with Disabilities Act (ADA)-compliant transportation system that is responsive to the special needs of all seniors and persons with disabilities.
  - 2.6.1 Increase ADA-compliant access for pedestrians.
  - 2.6.2 Encourage fully ADA-compliant intra- and inter-county transit services.
  - 2.6.3 Coordinate ADA transit and paratransit services with other specialized transportation services.
  - 2.6.4 Ensure that the public is informed about specialized transportation options.
- 2.7 To achieve the 2001 Plan's goal of five percent of all trips and 20 percent of all work trips by bicycle, prioritize bikeway projects based on: 1) increased safety or access; 2) to complete gaps in the regional bicycle network; 3) in high-demand, high-density areas and commute routes; 4) along popular recreational routes.
  - 2.7.1 Construct and mark bikeways on roads and bridges consistent with state standards.
  - 2.7.2 Locate bikeways as bicycle lanes on roads unless a more direct bike path can be provided.
  - 2.7.3 Maintain adequate outside travel lane width (14 feet) when no bicycle lane can be accommodated.
  - 2.7.4 Support promotion and transportation safety programs to encourage safe and frequent use of alternative transportation modes.
  - 2.7.5 Ensure that the public is informed about safe bicycling routes and options.
  - 2.7.6 Support programs which deter bicycle thefts.
- 2.8 Support efficient connections among all transportation modes.
  - 2.8.1 Provide bicycle racks and/or lockers at park and ride lots, transit centers and bus stops; bicycles on transit and pedestrian connections to transit; and potential interconnections with future uses of the rail line within Santa Cruz County.
  - 2.8.2 Support public and private inter-modal transit connections for inter-county trips.



## Goals and Policies

### Goal 3:

COORDINATE LAND USE AND TRANSPORTATION DECISIONS TO ENSURE THAT THE REGION'S SOCIAL, CULTURAL, AND ECONOMIC VITALITY IS SUSTAINED FOR CURRENT AND FUTURE GENERATIONS.

- 3.1 Plan transportation improvements which are consistent with the needs and desires of residents and businesses of the region and which are closely coordinated with local land-use and transportation planning policies, including those of the Cities of Santa Cruz, Watsonville, Capitola and Scotts Valley, the County of Santa Cruz, UCSC, the Santa Cruz Metropolitan Transit District, the Association of Monterey Bay Area Governments, Caltrans, other transportation agencies and neighboring counties.
  - 3.1.1 Regularly update local bike plans of all local jurisdictions, UCSC and Cabrillo College and implement projects from those plans.
- 3.2 Reduce auto-dependent development by emphasizing opportunities to reuse underutilized urban land for housing and compact, mixed-use developments.
  - 3.2.1 Encourage land-use policies which locate child care facilities at or near residential areas and around transit centers.
  - 3.2.2 Support higher density and affordable housing opportunities in urban areas served by transit for families and individuals who prefer compact urban living due to their age, student status, family and marital situation, cultural amenities, transit preference or dependency, and/or desire for increased sense of community.
  - 3.2.3 Support land-use patterns which discourage urban sprawl.
  - 3.2.4 Encourage infill projects in urban areas along existing major transportation routes.
- 3.3 Support established urban communities, residential neighborhoods, major activity and recreation centers, and commercial districts with a broad range of transportation options.
  - 3.3.1 Use landscaping and lighting to encourage more pedestrian trips including use of alleyways, arcades, sidewalks and paths.
  - 3.3.2 Limit on-street parking on arterial and collector streets to accommodate bike lanes.
  - 3.3.3 Support shuttle service, express buses, and bus pools in urban areas.
  - 3.3.4 Limit development unless transportation impacts can be mitigated or improvements funded by the project.
  - 3.3.5 Support traffic-calming measures on local residential streets.
  - 3.3.6 Protect the Watsonville municipal airport by limiting nearby incompatible land uses.
  - 3.3.7 Emphasize specialized transportation services in urban areas.
- 3.4 Encourage transit-oriented development and provide alternatives to automobile commutes by linking land-use decisions with transit, bikeway, pedestrian and park-and-ride investments.



- 3.4.1 Include transit alternatives in all circulation/traffic studies.
- 3.4.2 Encourage showers/lockers in new development.
- 3.4.3 Require new recreation/visitor-serving development to include transit and bicycle improvements.
- 3.4.4 Provide alternative transportation information as well as adequate and secure bicycle parking at special events, and at public, private, commercial and educational facilities.
- 3.4.5 In new development adjacent to existing rail lines and bus routes, reserve areas to accommodate potential future rail and bus facilities and mitigate potential noise and visual impacts.
- 3.4.6 Limit the number of driveways in new commercial developments to reduce auto/bike conflicts.
- 3.4.7 Work with local jurisdictions to implement land-use policies that promote jobs/housing balance along existing and future transit routes.
- 3.5 Support parking management principles which reduce transportation demand at employer sites and commercial areas without negatively impacting neighborhoods.
  - 3.5.1 Support revisions to local parking requirements to ensure consistency with transportation demand management objectives.
  - 3.5.2 Consider region-wide parking management policies.
- 3.6 Promote social equity with all transportation decisions, including consideration of income, gender, race, age, physical and mental ability, and transit dependency.
  - 3.6.1 Support self-sufficiency by providing specialized transportation services.
  - 3.6.2 Ensure that transportation projects do not subject any particular demographic groups, such as seniors, low-income individuals or children to inequitable environmental or financial impacts.
  - 3.6.3 Support programs that address the transportation needs of low-income people.
- 3.7 Allow for and anticipate future mobility needs, taking into account projected future demographics.
  - 3.7.1 Locate new senior, youth and other potential transit-dependent use facilities along transit routes.
  - 3.7.2 Encourage safe routes to schools by providing improved bicycle and pedestrian facilities, improved transit service traffic-calming measures and bicycle rider training programs for elementary students.
  - 3.7.3 Ensure that senior, youth, medical, low-income and other transit dependent-oriented facilities are served by bicycle, pedestrian and transit services/facilities.



## Goals and Policies

### Goal 4:

ENSURE THAT THE TRANSPORTATION SYSTEM COMPLEMENTS AND ENHANCES THE NATURAL ENVIRONMENT OF THE MONTEREY BAY REGION.

- 4.1 Emphasize sustainable transportation modes consistent with regional environmental policies.
- 4.2 Ensure that transportation projects contribute to improved regional air quality and reduced energy consumption.
  - 4.2.1 Support legislation to increase vehicle fuel efficiency, alternative fuel development and reduce use of petroleum fuels.
  - 4.2.2 Encourage alternate/clean fuel technology for trucks, transit and school busses operated in the region.
- 4.3 Ensure that transportation projects contribute to the protection of biological and scenic resources, open space and agricultural land.
  - 4.3.1 Encourage the development of designated recreational trails for pedestrian, bicyclist, and equestrian use.
  - 4.3.2 Limit off-road vehicle use to designated areas.
  - 4.3.3 Avoid, minimize or mitigate the impact of transportation improvements on parks, recreation areas, historic sites, and cultural resources.
  - 4.3.4 Avoid, minimize or mitigate noise, vibration, and visual impacts from transportation improvements in sensitive areas.
  - 4.3.5 Include landscaping in road projects.
- 4.4 Ensure that all transportation project specific environmental review incorporates appropriate avoidance, minimization or mitigation measures, such as Transportation Control Measures.

**Goal 5: MAKE THE MOST EFFICIENT USE OF LIMITED TRANSPORTATION FINANCIAL RESOURCES.**

- 5.1 Utilize limited capital resources to maximize the efficiency of the existing transportation system, and as an alternative to constructing new facilities.
- 5.2 Finance the development and maintenance of the transportation system in a way which shares the costs equitably among responsible jurisdictions and/or users.
  - 5.2.1 Ensure that proposed improvements to the transportation system are within the community's ability to finance and operate.
  - 5.2.2 Support new assessment districts and local traffic impact fees on new development.
  - 5.2.3 Encourage private development proposals to include transit, bike and pedestrian service improvements and financial support of transit service, consistent with transit improvement plans.
  - 5.2.4 Encourage increased parking rates for employees and visitors at municipal and private parking facilities. Encourage reductions in parking requirements in conjunction with required subsidized bus pass programs and other transportation demand management measures.
  - 5.2.5 Support funding sources which assess those who benefit directly from improvements, including consideration of premium transit service.
  - 5.2.6 Enlist visitor-serving businesses to help pay for transit service to that market consistent with transit improvement plans.
  - 5.2.7 Require private businesses and agencies/programs which receive regular paratransit services to contract for those services.
  - 5.2.8 Support funding flexibility to purchase energy-efficient transit and school buses.
  - 5.2.9 Ensure that improvements meet regional, state and federal requirements for cost effectiveness, operating efficiencies, and mobility improvements.
- 5.3 Support increased and/or new transportation revenues for essential improvements.
  - 5.3.1 Support increased federal, state or local gas taxes to be used for a variety of transportation improvements, including road maintenance.
  - 5.3.2 Support projects which include feasible market and value pricing strategies.
  - 5.3.3 As a high priority, aggressively pursue new and additional funding sources for needed transportation improvement and programs including transit needs, elderly and disabled transportation, and rail demonstration projects.
  - 5.3.4 Seek additional funding sources to support and expand alternative transportation mode facilities and services.

## Goals and Policies

### 5.4 Set funding priorities in the following way (not in priority order):

- 5.4.1 High priority shall be given to transportation improvements within the county which reduce weekday peak-hour congestion and/or improve safety.
- 5.4.2 Give high funding priority to pedestrian bicycle and other alternative transportation mode improvements that serve students.
- 5.4.3 Assign high priority to maintenance of the existing street system.
- 5.4.4 Assign high priority to development of sidewalks and bike lanes on collectors and arterials in urban areas.
- 5.4.5 Assign high priority to projects approved during the 1999 *Major Transportation Investment Study* decision-making process.
- 5.4.6 Give high priority to currently unmet needs for essential (medical or medically related) transportation for expansion of Transportation Development Act (TDA)-funded paratransit service.
- 5.4.7 Give priority for TDA-funded elderly and disabled transportation service to low-income residents who have no other options.
- 5.4.8 Give priority to projects that balance capital and operating costs with community benefits.
- 5.4.9 Support projects which can compete favorably for discretionary federal funds.
- 5.4.10 Support projects which can be delivered in a timely manner.
- 5.4.11 Support transportation investments that encourage sustainable land-use practices.
- 5.4.12 Give priority to any long-term measures which reduce dependence on single-occupant vehicles.

## Goal 6:

SOLICIT BROAD PUBLIC INPUT ON ALL ASPECTS OF REGIONAL AND LOCAL TRANSPORTATION PLANS, PROJECTS AND FUNDING.

- 6.1 Ensure that all transportation-related decisions by the Commission, SCMTD, Caltrans, local jurisdictions and others are preceded by adequate public information activities.
  - 6.1.1 Employ a variety of cost-effective information strategies to reach the broadest possible audiences, including various income strata and minority groups.
- 6.2 Ensure that regional, state and federal public-participation goals are being met.

Table A.10

County Commute Patterns: Santa Cruz County: 1980-1990

Attachment 2

County of Residence	County of Work	Total Commuters 1980	Total Commuters 1990	Percent Change 1980-1990	Absolute Change 1980-1990	Percent of Total 1980	Percent of Total 1990
Santa Cruz	San Francisco	427	470	10.1%	43	0.5%	0.4%
Santa Cruz	San Mateo	808	1,373	69.9%	565	1.0%	1.2%
Santa Cruz	Santa Clara	12,919	17,693	37.0%	4,774	15.8%	15.4%
Santa Cruz	Alameda	445	712	60.0%	267	0.5%	0.6%
Santa Cruz	Contra Costa	15	263	1653.3%	248	0.0%	0.2%
Santa Cruz	Solano	14	20	42.9%	6	0.0%	0.0%
Santa Cruz	Napa	0	5	100.0%	5	0.0%	0.0%
Santa Cruz	Sonoma	0	7	100.0%	7	0.0%	0.0%
Santa Cruz	Marin	34	53	55.9%	19	0.0%	0.0%
Santa Cruz	Santa Cruz	≈65,000	89,628	37.9%	24,628	79.6%	77.8%
Santa Cruz	Elsewhere	≈1,966	4,975	153.1%	3,009	2.4%	4.3%
Santa Cruz	Total	81,628	115,199	41.1%	33,571	100.0%	100.0%
Santa Cruz	Bay Area	14,662	20,596	40.5%	5,934	18.0%	17.9%

County of Residence	County of Work	Total Commuters 1980	Total Commuters 1990	Percent Change 1980-1990	Absolute Change 1980-1990	Percent of Total 1980	Percent of Total 1990
San Francisco	Santa Cruz	30	117	290.0%	87	0.0%	0.1%
San Mateo	Santa Cruz	133	393	195.5%	260	0.2%	0.4%
Santa Clara	Santa Cruz	1,214	3,505	188.7%	2,291	1.8%	3.4%
Alameda	Santa Cruz	100	322	222.0%	222	0.1%	0.3%
Contra Costa	Santa Cruz	62	44	-29.0%	-18	0.1%	0.0%
Solano	Santa Cruz	68	34	-50.0%	-34	0.1%	0.0%
Napa	Santa Cruz	24	0	-100.0%	-24	0.0%	0.0%
Sonoma	Santa Cruz	25	27	8.0%	2	0.0%	0.0%
Marin	Santa Cruz	13	13	0.0%	0	0.0%	0.0%
Santa Cruz	Santa Cruz	≈65,000	89,628	37.9%	24,628	94.7%	87.3%
Elsewhere	Santa Cruz	≈2,000	8,591	329.6%	6,591	2.9%	8.4%
Total	Santa Cruz	≈68,669	102,674	49.5%	34,005	100.0%	100.0%
Bay Area	Santa Cruz	1,669	4,455	166.9%	2,786	2.4%	4.3%

**LETTER 12 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION  
COMMISSION, SEPTEMBER 28, 2001**

- 12-A While near-term commute trip increases will be influenced by the downturn in the economy, MTC travel forecasts are predicated on a 71.4 percent increase in commuting from Santa Cruz County to the Bay Area, from 21,700 commuters in 2000 to 37,100 commuters by 2020. Similarly, the commuting from Monterey to the Bay Area is expected to triple from 3,200 commuters in 2000 to 9,600 commuters by 2020. The overall level of interregional vehicle trips (from and to the Bay Area to neighboring counties) is projected to increase by 80.1 percent between 1998 and 2025. Thus, the Draft EIR does anticipate a growing influence from out-of-region commuting on future regional transportation requirements.

MTC will continue to work with the Santa Cruz County Regional Transportation Commission (<http://www.sccrtc.org>), the Association of Monterey Bay Governments (“AMBAG”) (<http://www.ambag.org>), and interested parties in making the best use of decennial census journey-to-work data, and in creating meaningful interregional commuter forecasts that can be used in local and regional transportation planning analyses. (See (MTC *Citizens’ Guide*, “Planning for the Future”).)

- 12-B MTC forecasts 8,000 daily commuters from Monterey County to Santa Clara County by the year 2020. This represents less than one percent of the daily workers commuting to jobs in Santa Clara County (1,274,000 in year 2020).
- 12-C This comment expresses support for specific projects in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.



**Ashley Nguyen - Comments on the EIR/RTP**

**From:** "Rebecca Kaplan" <rebecca@transcoalition.org>  
**To:** <anguyen@mtc.ca.gov>  
**Date:** 10/3/2001 4:10 PM  
**Subject:** Comments on the EIR/RTP

To: The Metropolitan Transportation Commission  
 From: Rebecca Kaplan  
 Re: Comments on the EIR for the draft 2001 RTP

**13**

Thank you very much for your effort in putting together the information in the EIR for the draft 2001 RTP. The RTP/EIR contains several important steps forward in terms of improving the environment in the Bay Area, but, as a whole, fails to accomplish these goals, and therefore, requires substantial improvement.

In general, innovative, pollution-reducing ideas are studied, but not adopted. Both the EIR and the draft RTP "think outside the box," but then choose actions that are almost entirely still stuck within the box. In fact, the draft EIR shows traffic congestion increasing dramatically over the course of the RTP - and this fact demonstrates that the draft Plan/EIR is in need of changes.

1. Why is the Hayward Bypass, a destructive freeway, included as an approved project? Not only is this project negative from an environmental point of view, it also has lost access to its primary funding source in a recent court case. By changing this project, thousands of units of housing (including a great deal of housing that is accessible to transit) could be preserved and created.
2. Since your own document clearly shows that "Congestion Pricing" for bridge tolls would be a preferable policy, MTC should act, as soon as possible, to seek to implement this policy, lobbying State officials when necessary.
3. The EIR proposes to adopt an RTP that contains a substantial increase in VMT's (of approximately 50%). When asked about this previously, MTC staff have said that VMT's rise simply because population is rising. This answer is untrue. Your own data clearly show that population will rise merely 19%. Therefore, please explain why you propose to adopt a transportation plan that will dramatically increase Vehicle Miles Traveled, at a rate of growth that is 2.5 times greater than the population increase.
4. Please note that your own analysis states that Alternative 2, also known as Systems Management, performs the best on most measures, including a very important one, reducing certain forms of air pollution that are now in excess of legal limits in the Bay Area. It also would preserve more open space, and cause less social disruption. Even if you do not adopt all of the items in this top-scoring alternative, you should at the very least include some of its most cost-effective features, such as dramatically improved Express Bus service (including the use of shoulders when necessary to enable the buses to avoid being stuck in traffic).
5. Is there a legally valid alternative in the EIR? As your document notes, you are required to study a plausible alternative to the proposed "RTP Project." The text of the EIR document identifies the "Systems Management" alternative as the only legally valid "alternative" for CEQA purposes, since it is the only other proposal that is fiscally constrained. However, on p.3-14, the EIR document states that the Systems Management alternative was not chosen for adoption because it contains items that "have not yet been developed sufficiently for widespread implementation." In some cases, this means that certain items are not yet legally possible, because the legislature would need to act first. This conflict raises the question of whether the EIR includes an adoptable alternative.
6. Is MTC proposing to order transit operators to increase fares in order to be eligible for their capital/maintenance funds? The EIR document is unclear on this point. However, at the MTC Retreat in the summer of 2001, staff clearly stated that the "100% funding for transit maintenance" policy would be made conditional upon a new requirement that transit operators must inflate fares. This proposal seems to run counter to MTC's stated equity and environment goals. Raising fares would hurt the lowest-income members of our society, many of whom are transit-dependent. Additionally, it will discourage the use of public transit, thus increasing VMT's, congestion, and

**13-A****13-B****13-C****13-D****13-E****13-F**

pollution. The proposal is particularly unjust because it was made during the same time period that MTC voted to oppose increases in bridge tolls - setting a double-standard under which people too poor to own cars will suffer the most. In addition, the draft RTP says only that transit maintenance funds will be dependent on certain conditions, which are not listed or named. However, if the condition were to be mandatory fare raises, such a policy proposal would impact the performance of projects in the RTP and would impact the EIR since it would reduce transit ridership. Therefore, this point needs to be clarified. In addition, if this condition is to be part of the maintenance funding policy, it should be included in the RTP documents and the RTP public process.

7. It is clear from this EIR that solving our transportation woes is very difficult, in part because transportation problems are exacerbated by other things. Perhaps most importantly, bad land-use decisions make it very difficult to ease congestion and pollution in sprawling areas. Therefore, I am pleased to see that MTC has begun to work on a Smart Growth process. I urge you to strengthen your efforts in these areas. Please include the following proposals:

- a. Work together with local jurisdictions and BART to eliminate free parking (this can include making discretionary funds conditional upon these efforts)
- b. Stop funding new freeway expansions that encourage and reward sprawl
- c. Encourage the development of housing, jobs, shops, and services around transit centers. (RTEP and other discretionary funds can be made dependant on these goals).
- d. Choose the most cost-effective projects. One of the challenges evident in the RTP/EIR is the difficulty of achieving all of our goals with the limited funds available. In this situation, it is therefore inappropriate to devote funds to a project that costs \$100 per rider (such as BART to San Jose), when other projects costing as little as \$2 per rider could be funded, moving far more people out of gridlock.
- e. Continue with the Smart Growth process, to enable future RTP's to be based on more transit-oriented development scenarios.
- f. Continue to fund and expand the TLC/HIP programs. Add a program to hire smart growth planners for cities and counties. After all, we don't want to fail to harness this important tool for our region, simply because some jurisdictions don't have people on staff who know how to do this kind of planning.

8. Please note that your EIR does not correctly list which projects are included in which alternative. Without this information, it is unreasonable to expect the public to be able to comment usefully on the EIR. One of the main purposes of the EIR is to compare different alternatives to determine which one is environmentally preferred, and to explain why the environmentally preferred one was not chosen for adoption. This process is seriously hampered, if not completely disrupted, by the failure to provide an accurate comprehensive list of which projects are included. PLEASE review your Appendix C "Project Listings" section. It contains rows listing projects, with columns listing alternatives. For each project, there is supposed to be a checkbox indicating whether that project is included in each alternative. This chart is completely incorrect - but I know this only because I was at the meetings where the alternatives were discussed in more detail. Other members of the public would not know which projects are included in each alternative. For example, item 94045 (new express buses for I-80 HOV service), is indicated on the chart as NOT being in the Systems Management alternative, but I remember staff at a meeting saying that the project IS included in that alternative. This is true for many additional projects. This problem cannot be solved simply by saying that the public should assume that any "Project" item is automatically included in "Systems Management" whether or not the box is checked - firstly, how would anyone know this if it is not written in the text of the chart. Secondly, it is not true. There are items in "Project" that are excluded from "Systems Management". Also, the chart does not clearly distinguish between Blueprint 1 & Blueprint 2. For example, project 21444 is listed in Blueprint 1, but not in blueprint 2. Is it correct that this project is not in Blueprint 2? One MTC staffmember tried to explain this situation by saying that everything included in Blueprint 1 is also included in Blueprint 2, therefore, the Blueprint 2 box does not need to be checked. But for project 21045, both Blueprint 1 & 2 are checked, indicating that the checkboxes must mean something. In any case, please provide in the revised version a clear, comprehensive list of all of the projects in each alternative, in a format that is readable.

Thank you very much for your time and attention.

Sincerely,

file://C:\Temp\GW\00001.HTM

13-F

13-G

13-H

Rebecca Kaplan  
414 Thirteenth Street, 5th floor  
Oakland, CA 94612  
Rebecca@transcoalition.org

**LETTER 13 BAY AREA TRANSPORTATION AND LAND USE COALITION,  
OCTOBER 3, 2001**

- 13-A This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.
- 13-B This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.
- 13-C Please refer to the response to comments 4-B and 4-D.
- 13-D Please refer to the response to comment 7-E.
- 13-E The purpose of the program EIR prepared for the 2001 RTP is to evaluate a range of possible transportation investments and to provide the public with information as to the potentially significant environmental effects of such actions prior to the Commission's decision. Accordingly, the proposed RTP includes a list of illustrative projects that the public would like to see funded if new revenues are secured in the future. The inclusion of Blueprint Alternatives 1 and 2 is a reflection of this larger interest, and they could be adopted if the Commission determines they are feasible; this includes a decision as to whether it is reasonable to assume that transportation revenues will adequately increase in the future beyond current sources.

The range of alternatives evaluated in the EIR provides the public and the decision-makers with the most comprehensive disclosure of possible impacts given the speculative and uncertain nature of future transportation funding levels. Further, the alternatives analysis provides the decision-makers with flexibility in adopting the final RTP by anticipating the universe of projects that may be considered for Track 1 (the financially constrained portion of the RTP) (i.e., the Commission may choose to swap a Blueprint project for a track 1 project in the current RTP, as long as the funding assumptions remain reasonable).

Please also refer to the response to comment 7-E.

- 13-F This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. (See Pub. Resources Code, § 21080, subd. (b)(8) (statutory exemption

from CEQA for the establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, or other similar charges); CEQA Guidelines, § 15273 (same).) A response to this comment on the RTP is provided separately. See Appendix F.

- 13-G Please refer to the responses to comments 7-G, 8-A, and 8-U.
- 13-H The requested clarifications have been incorporated into the revised project list in Section 5 of this document.

## TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND

16 Monte Cimas Avenue Mill Valley, CA 94941 415-380-8600

October 1, 2001  
Hand Delivery

Sharon Brown, Chair  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

14

Re: 2001 Regional Transportation Plan DEIR

Dear Chair Brown:

The following written comments on the DEIR are offered to supplement oral testimony delivered at the September 14, 2001 meeting of the Planning and Operations Committee, and the September 26, 2001 Commission RTP hearing. These comments incorporate by reference TRANSDEF's May 2001 EIR scoping letter and attachment, along with all other public comment letters and testimony received by MTC on the 2001 RTP, its DEIR and associated reports.

### Inadequate Alternatives Analysis

Having identified a series of significant adverse impacts, CEQA requires an EIR to propose a range of alternatives to the proposed project to reduce or eliminate those impacts. The RTP DEIR did not analyze any feasible alternatives to the proposed RTP. Under CEQA case law, as cited in *Kings County Farm Bureau v. City of Hanford*, 221 Cal.App. 3rd 692 (1990):

An EIR must "describe a range of reasonable alternatives to the project or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives." (Guidelines, § 15126, subd. (d).) The discussion must "focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (Guidelines, § 15126, subd. (d)(3).) A major function of the EIR is to ensure thorough assessment of all reasonable alternatives to proposed projects by those responsible for the decision. (*County of Inyo v. City of Los Angeles*, *supra*, 71 Cal.App.3d at p. 203, 139 Cal.Rptr. 396.)

A legally adequate EIR "must produce information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (*San Bernardino Valley Audubon Society, Inc. v. County of*

14-A

TRANSDEF

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*San Bernardino* (1984) 155 Cal.App.3d 738, 750-751, 202 Cal.Rptr. 423; see also *Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d 1167, 1178-1181, 243 Cal.Rptr. 339.) It must contain sufficient detail to help ensure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from being swept under the rug. (*Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 935, 231 Cal.Rptr. 748, 727 P.2d 1029; *People v. County of Kern* (1974) 39 Cal.App.3d 830, 841, 115 Cal.Rptr. 67.) It must reflect the analytic route the agency traveled from evidence to action. (*Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal.3d 506, 515, 113 Cal.Rptr. 836, 522 P.2d 12.) An EIR which does not produce adequate information regarding alternatives cannot achieve the dual purpose served by the EIR, which is to enable the reviewing agency to make an informed decision and to make the decisionmaker's reasoning accessible to the public, thereby protecting informed self-government. (*Laurel Heights Improvement Association v. Regents of the University of California*, *supra*, 47 Cal.3d at p. 392, 253 Cal.Rptr. 426, 764 P.2d 278.)

14-A

1. The Blueprint 1 and Blueprint 2 Alternatives are not alternatives to the RTP, because they are not fiscally constrained--the funding for them is speculative. Regional Transportation Plans are defined in law as requiring fiscally constrained expenditure plans (Government Code 65080(b)(1)). "The RTP should include *only* those projects/programs that can actually be financed by available funds over the RTP horizon year..." (2001 DEIR, p. 1-15, emphasis in original.) While these alternatives are perhaps useful for illustration of the benefits of funding added on top of the RTP, they cannot be considered proper alternatives to the RTP for the purposes of CEQA--they are not fiscally feasible. The Commission could not vote to implement them now.

14-A1

2. The two other "build" alternatives (alternatives that propose actions that may affect the environment), the proposed RTP and the System Management Alternative, are so similar as to not have meaningfully different impacts (see DEIR Tables 3.1-2 to 3.1-8). This is because they both contain the same foundation of \$73.9 billion in "Committed Funds." The differences between them result from a small number of projects that are not part of both the respective \$7.7 billion project lists, called "Track 1 Investments."

14-A2

3. After determining that the System Management Alternative was the environmentally superior alternative, the DEIR then discarded it as "not yet ready for implementation." (p. 3-14) This conclusion means that the DEIR did not study any feasible build alternatives, precisely as TRANSDEF predicted in its scoping letter (see DEIR Appendix B). Having thus had prior notice of the requirements of *Kings County* (*supra*), there is no excuse for the failure to study feasible build alternatives. MTC must re-open the scoping of the document, and commence a public hearing process to determine a range of reasonable alternatives, leading to the production of a revised DEIR.

14-A3

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4. Once an acceptable range of alternatives has been developed, a comparative process is needed to evaluate them. "From the identified alternatives, a "ranking" process using specific criteria that includes environmental protection and stewardship issues should be used to ascertain the preferred alternative." (*CTC RTP Guidelines*, pg. A-13) The DEIR failed to use specific criteria to evaluate the alternatives, using instead a very general process that was based on a subjective comparative process.

14-A4

Faulty "No Project Alternative" Definition

The RTP expenditures are divided up between a pool of \$73.9 billion of "Committed Funds" and \$7.7 billion in so-called "Track 1 funds." Only the latter category is treated by the RTP as being subject to the discretion of the RTP planning process. The "Committed Funds" category contains lists of projects adopted in past RTPs, which it treats as inviolate. The vast bulk of the available RTP revenues are taken off the table, not available when considering the possibility of alternative project mixes.

14-B

The constituent projects in the "Committed Funds" category make up the "No Project Alternative." The purpose of a no project alternative is to establish a baseline condition, against which to compare the impacts of a variety of project alternatives. The "Committed Funds" project list includes large amounts of funding for maintenance and operations, which tend to be routine projects like repaving that do not typically have significant environmental impacts. However, it also includes roadway expansion and State Transportation Improvement Plan projects, which were reflected in past RTPs. These latter projects have potential environmental impacts that need to be evaluated in project-specific EIRs. These expansion projects are subject to conformity determinations and highway sanctions. Contracts for them have not yet been let. Thus, MTC possesses considerable discretion in programming funds at its disposal, and could reallocate funding to other purposes. It is improper to include the expansion projects as part of a No Project Alternative.

14-B1

The locking up of a full 91% of the RTP funds as "Committed" prevents the formation and modelling of substantive alternatives. MTC does not conduct a Bay Area-wide "zero budget" analysis in order to test the broadest possible range of transportation investment strategies. A thorough analysis would include verifying the value today of projects committed to long ago. Alternative investment strategies are integral to the intended purpose of the RTP and its CEQA review: "The alternatives considered in the action element shall (Title 23 USC § 134(f)) provide for consideration of projects and strategies that protect and enhance the environment." (*CTC RTP Guidelines*, p. 14) MTC's compliance with this mandate is defeated by artificially locking up the vast bulk of funds and constraining from the planning and alternatives process.

14-B2

The narrowing of alternatives also impermissibly limits the range of options available to decisionmakers. If alternatives were to shift the "Committed Funds" which now go to roadway expansion over to being spent on various types of transit instead, for example, the results would provide useful input for decisionmakers, furthering CEQA's purposes.



TRANSDEF

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Faulty Analysis of Impacts

The method of analysis used in the DEIR is to compare the impacts of build alternatives to the impacts of the no project alternative. Given the extraordinary size of the \$73.9 billion in "Committed Funds" and the large number of significant projects comprising the so-called 'No Project Alternative,' this approach is simply absurd. Most of these projects require on-going decisionmaking during the RTP's time horizon—few are irretrievably committed. Common sense dictates that an environmental document not overlook the impacts of \$73.9 billion worth of projects when evaluating the impacts of the comparatively insignificant \$7.7 billion set of projects.

14-C1

This analytic method of using a 'no project alternative' as a baseline, when it contains substantial activity that will modify the environment away from its initial condition, is specifically prohibited by the *CEQA Guidelines*: "The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline (see Section 15125)." (*Guidelines* § 15126.6e(1)) In contrast with the DEIR's impact analysis, if the impacts of the build alternatives were compared to existing conditions, in compliance with CEQA, a large number of additional significant impacts would be identified.

The failure to properly evaluate the cumulative impacts of regional growth is a very serious problem, because the EIR is intended to serve "as the basis of [RTP specific projects lead agencies'] regional cumulative analysis of the impacts of the specific projects, together with the projected growth in the region." (p. I-8) The specific projects would then be able to get environmental clearance, relying on an RTP EIR that did not compare cumulative impacts with a proper baseline of current conditions. The failure to do a proper evaluation of the RTP's cumulative impacts leads directly to an inadequate evaluation of alternatives and mitigation measures, thereby shortcircuiting the entire purpose of planning. This would eviscerate all confidence in achieving environmental protection through project-level environmental review.

14-C2

Failure to Mitigate Impacts

It is clear to the reader that the DEIR predicts that the project will cause a dramatic impairment of the quality of life of the Bay Area. The DEIR identifies a troubling series of significant impacts, including increased consumption of energy, increased PM<sub>10</sub> emissions and conversion of undeveloped land to urban uses. CEQA requires that alternatives be proposed that avoid or reduce these impacts. Where this is not possible, the EIR is required to adopt all feasible mitigation measures that reduce the significance of these impacts. While many cumulative impacts of 25 years of suburban growth were identified in the DEIR, feasible mitigation measures were not. This violates the CEQA requirement that each public agency "mitigate or avoid the significant effects on the environment of projects" it approves or carries out whenever it is feasible to do so. *Pub. Res. Code* §§ 21002, 21081; *Guidelines* §§ 15091-15094.

14-D1

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In recognition of the need for mitigation, the California Transportation Commission's *RTP Guidelines* call for an analysis of transportation demand management strategies, RTP strategies to reduce motor vehicle emissions and transportation system management strategies. (pp. D-11 & 12) The RTP failed to consider any of these low-cost mitigation measures. TRANSDEF has actively participated in the development of the 1999 and 2001 Bay Area Ozone Attainment Plans, having proposed an extensive system of Transportation Control Measures (TCMs) (herein attached) to reduce these very impacts of sprawl by reducing the projected growth in vehicular travel (VMT). There is no substantial evidence in the record to support findings that the TCMs proposed by TRANSDEF, or any other transportation demand management strategies that the DEIR should have considered, are infeasible.

14-D2

#### Failure to Provide Enforceable Mitigation Measures

The mitigation measures for cumulative impacts in the various impact categories fail to meet the standard set in Pub. Res. Code §21081.6 "A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements or other measures." Many of the mitigation measures proposed for cumulative impacts require implementation by other jurisdictions. However, there are no enforceable agreements proposed to require that other jurisdictions implement the identified mitigation measures. This is why the conclusion on page 2-101 can only state that the mitigation measures would be effective if incorporated by project sponsors. [The Significance After Mitigation paragraph on page 2-101 appears to have been mistakenly copied from the Biological Resources chapter.]

14-E1

For example, Impact 2.6-3, higher erosion rates and reduced groundwater recharge, has no enforceable mitigation measures. While the mitigation measures proposed for project-level Impact 2.6-2 would be imposed on project sponsors by MTC through the project approval and funding process, no parallel process exists to enforce the mitigation of cumulative impacts. One possibility would be to identify the DEIR's mitigation measures that are proposed to be enforced by jurisdictions receiving funds from MTC. Like RTP project sponsors, jurisdictions could be required to contractually agree to enforce the mitigation measures identified in the DEIR as a condition for grant funding. Such arrangements fall well within the realm of feasibility. MTC received an October 1999 letter (herein attached) from California Air Resources Board General Counsel Kathleen Walsh opining, in response to a question from Sierra Club's John Holtzclaw, that MTC had the authority to condition the funding of other jurisdictions on compliance with, for example, land use criteria.

14-E2

CEQA Guidelines § 15097 requires a mitigation monitoring program where mitigation measures are to be adopted with the proposed project. The DEIR did not provide one.

14-E3

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Additional Specific Comments

The DEIR cites the BAAQMD's CEQA Guideline that plans must show that "the rate of increase in VMT for the jurisdiction is equal to or lower than the rate of increase in population." (pg. 2-26) It then states that this "cannot be achieved for any metropolitan area with a healthy economy, which is the case in the Bay Area." (pg. 2-27) TRANSDEF disagrees in the strongest terms with this statement, which is not based on evidence in the record. Attaining the current ozone standard, and preparing for the more stringent standards that are coming; will require reductions in the rate of growth of VMT.

14-F

TRANSDEF strongly disagrees with the Air Quality Cumulative Impacts Mitigation Measures discussion. First, labelling the RTP as a measure to mitigate the growth in PM<sub>10</sub> emissions does not end the DEIR's responsibility to identify, evaluate and implement all feasible mitigation measures. Because these small particulates are now known to be the specific cause of serious health impacts including cancer, heart disease and asthma, the EIR has a special responsibility to attempt mitigation, even in the absence of a required federal PM<sub>10</sub> attainment plan. As the DEIR agrees, mitigation requires reducing the growth in VMT. "For urbanized non-attainment areas, the RTP should demonstrate its contribution to the achievement of California Clean Air Act transportation performance standards, (e.g., substantial reduction in the rate of increase of passenger vehicle trips and the miles travelled per trip)." (*CTC RTP Guidelines*, pg. D-18) The mitigation measures are inadequate.

14-G

The DEIR should verify how energy consumption is projected to increase by only 28%, given the assumption that vehicle fuel economy will remain unchanged over the planning period, when VMT is projected to increase 49%.

14-H

Impact 2.5-7 identifies the cumulative impacts on habitat areas of conversion of undeveloped lands to urban development. These impacts are under the jurisdiction of over a hundred separate governmental entities. The RTP EIR is the only formal environmental review done with a regional scope. No agency has taken on the responsibility to identify regionally significant habitat that needs to be preserved. The DEIR should do so, and use the power of MTC's financial resources to enforce a mitigation scheme. Similarly, the DEIR should enforce the mitigation of the cumulative impacts on regionally significant cultural resources through targeted preservation.

14-I

Impact 2.8-3 identifies cumulative noise impacts as being along some transportation corridors. No substantial evidence is in the record that the projected 49% increase in regional VMT will affect only "a number of transportation corridors." (pg. 2-133) Indeed, it is far more likely that increased noise will be widespread throughout the region. This is a result of both population growth and the sprawl pattern of development. Mitigation for this increase in noise should study shifting the pattern of future growth to transit-oriented development.

14-J

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No enforceable mitigation measures are proposed for Impact 2.11-2, the expansion of urbanized areas. This is inadequate. The proposed participation in the Regional Agencies Smart Growth Strategies is weak, even given the unsupportable assertion that MTC "cannot directly affect the pattern that future land uses will take." (pg. 2-176) The 1994 RTP DEIR proposed "Encourage development of a comprehensive long-range land use plan for the region." (pg. 120) No barrier exists to prevent the RTP from re-adopting that mitigation measure. The measure should add that MTC will be the funder of last resort for the Regional Agencies Smart Growth Strategies, to make sure that this planning process isn't stalled due to lack of funding.

14-K

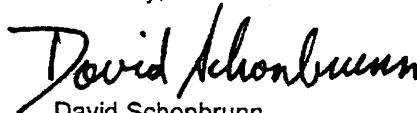
Table 2.1-3 needs an additional column and row for completeness of presentation. Trips from outside of the region to each county need to clearly be delineated. Trips from each county to outside of the region need to be indicated as well. By presenting these data, strategic approaches to excessive long distance auto commuting will be enabled.

14-L

Conclusion

The DEIR was well written, with excellent proofreading. We appreciate this opportunity to comment on it. Unfortunately, TRANSDEF has identified severe methodological problems that make the DEIR inconsistent with the provisions of CEQA and the very purpose of the Act. We request that MTC withdraw the DEIR for major revision. We would be pleased to assist in the framing of supplemental alternatives and mitigations.

Sincerely,



David Schonbrunn,  
President

## Attachments:

TCM proposal

Walsh Memo

cc: USEPA  
USDOT  
BAAQMD  
Earthjustice LDF  
Sierra Club, John Holtzclaw  
RAFT  
Marc Chytilo, Esq.  
TRANSDEF Board

## TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND

16 Monte Cimas Avenue Mill Valley, CA 94941 415-380-8600

### Proposed TCMs for 2001 SIP

TCM 1 Promote local agency commitment to TDM and TSM: Before any City, County, Transit Operator or other agency can receive a transportation improvement or funds resulting from any action by MTC, ABAG or BAAQMD, it must provide a certificate of compliance that it has completed the following actions: [Items below apply only to agencies with land use jurisdiction, unless otherwise noted in brackets.]

A. Reduce everyday SOV commute travel demand by providing economic incentives at both trip ends for alternative transportation modes, including carpool, bike, walking and transit. Provide economic incentives for existing employment sites to establish Commuter Choice programs (no authority currently exists to mandate participation.)

1. Establish a Commuter Choice program for agency employees. [All agencies.]
2. Adopt an ordinance that authorizes the case-by-case retroactive reduction of parking ratios for existing employment sites, based on three years experience with a Commuter Choice program. Upon execution and deed-recording of a contract to permanently maintain the program, or a substantially similar replacement program that accomplishes and maintains a comparable or greater reduction in SOV commuting, the applicant may re-develop the excess parking area, following an application and entitlement process.
3. Make a permanent employee Commuter Choice program a mandatory condition of approval for any land use entitlement or use permit for an employment site with 10 or more employees.
4. Require Commuter Choice programs to meet minimum requirements established by MTC, including parking cash out, van pool support, commuter check, and bike improvements. [Further details will be developed.] [All agencies.]
5. Adopt ordinance that requires residential and commercial rental property to make parking available only by separate lease (i.e., unbundle parking upon lease renewal to provide no-car or low-car households with lower housing costs).

14-M

B. Enact disincentives to everyday SOV commute travel by increasing the cost of commuter parking.

1. Implement market-based charges for agency-owned public parking lots. Eliminate monthly parking arrangements. [All agencies.]
2. Raise the commercial lot parking tax for the peak am period of 7 am to 10 am to a level consistent with a schedule created by MTC, but no less than 300% of its 2001 level. [Further details will be developed.]

C. Require major new development to provide permanent connections to transit. Provide incentives to locate major new development near frequent transit service.

1. Require, as a condition of approval of any development of more than 50 single family homes, the formation of a, or inclusion and participation in any existing, permanent transit benefit assessment district to provide free 6 am - 10 pm, 7 days/week, shuttle bus (or other) service to the nearest express bus or rail stop, unless a transit stop with 15 minute peak period service is within 1000 ft. of the development's centroid.
2. Require, as a condition of approval of any multifamily development of 50 or more units, the formation of a, or inclusion and participation in any existing, permanent transit benefit assessment district to provide free 6 am - 10 pm, 7 days/week, shuttle bus (or other) service to the nearest express bus or rail stop, unless a transit stop with 15 minute peak period service is within 1000 ft. of the main entrance.
3. Require, as a condition of approval of development of any site with 100 or more employees, the formation of a, or inclusion and participation in any existing, permanent transit benefit assessment district to provide free 6 am - 10 pm, 7 days/week, shuttle bus (or other) service to the nearest express bus or rail stop, unless a transit stop with 15 minute peak period service is within 1000 ft. of the main entrance.

D. Secure local agency support for assisting surface transit vehicles to move faster through traffic, thereby making transit more competitive with the SOV.

1. Commit to apply for funding for signal preemption and transit priority projects when and if requested by Transit Operator.

The TCM will become effective 18 months following SIP adoption.

**14-M**

**TCM 2 Provide more funding for urban transit service:**

- a. Set new 5 year ridership increase targets (at least 10%) for transit operators on a county by county basis.
- b. MTC will exert maximal efforts to provide transit operating funds to meet those targets, including the flexing of STP, CMAQ and RIP funding and the capitalization of preventive maintenance.
- c. MTC will modify the regional allocation formulas based on population by adding to each county's residents the residents of other counties that work there.

**14-N**

**TCM 3 Congestion pricing on bridges: Raise tolls during peak periods. Use surplus revenues to fund transit pass affordability for low income travellers.**

**14-O**

**TCM 4 Smart Growth incentives: Commit a specific percentage [to be determined] of the funds subject to MTC's discretion to Smart Growth incentives, including the Liveable Communities program and the Housing Incentive Program. Convene an Advisory Group to periodically review program criteria for effectiveness and environmental justice.**

**14-P**

**TCM 5 Reestablish legislative authority for Trip Reduction Ordinances: MTC and BAAQMD will lobby the legislature for authority to require charges for parking spaces on commercial property, subject to local parking tax.**

**14-Q**

**TCM 6 Indirect source review: BAAQMD will conduct review of proposed major trip-generating projects, including those that are directly connected to RTP projects, such as freeway interchanges. Mitigate air quality impacts to the maximum extent feasible, such as by limiting parking ratios.**

**14-R**

**TCM 7 Major Investment Study requirements: Any project advanced by MTC into an RTP or TIP must first have completed an MIS process that includes the analysis of a LUTRAQ alternative, i.e., a transit alternative coupled with land use densification around transit stops similar to the Western Bypass study in Portland, OR.**

**14-S**

**TCM 8 Improve the ability of MTC's transportation planning to accurately predict future conditions and thus make decisions resulting in better air quality, regional access and quality of life.**

- a. MTC will convene a peer review of its travel model, evaluating in particular whether its ability to account for latent and induced demand and its sensitivity to pedestrian-friendly land use correspond with the current state of the modelling art.

**14-T**



Winston H. Hickey  
Agency Secretary

## Air Resources Board

Alan C. Lloyd, Ph.D.  
Chairman

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Gray Davis  
Governor

October 26, 1999

Francis Chin, General Counsel  
Metropolitan Transportation Commission  
101 8th Street  
Oakland, CA 94607-4700

### Re: Transportation Control Measures

Dear Mr. Chin:

As you know, at a July 22, 1999 hearing our Board asked staff to report to them on the question of whether the Metropolitan Transportation Commission (MTC) has the legal authority to adopt four TCMs proposed by Dr. Holtzclaw of the Sierra Club. I wrote to you on July 28, 1999, to ask the MTC's views on this question, and I want to thank you for the letter and memorandum you sent in response. Based on this written material and my phone staff's conversations with you, I would like to let you know of the following conclusions which I am reporting to our Board.

We agree that the MTC has no direct authority over land use decisions made by local cities and counties within the Bay Area. However, the four TCMs proposed by Dr. Holtzclaw do not require the MTC to exercise direct land use authority. Rather, each of the TCMs would require the MTC to fund transportation projects only if certain criteria are met. As I understand the legal opinion that you provided us, MTC does have the authority to allocate funding based on priorities specified in the Regional Transportation Plan (RTP), and the contents of the RTP are decided upon by the MTC. It is therefore possible that MTC could amend the RTP and thereafter use its funding allocation authority as described in the four TCMs (to the extent permitted by legal limitations that may apply to particular funding sources). My understanding is that the issue is not really whether MTC lacks the legal authority to implement the proposed TCMs, but that MTC believes it would not be appropriate to do so, for the various practical and political reasons outlined in your memorandum.

Having described the ARB's staff's views on the narrow issue of legal authority, I would like to more generally discuss how the ARB views the TCMs proposed by Dr. Holtzclaw. Although the air quality benefits of ARB's vehicle and fuels programs are outpacing growth for now, the long-term air quality solution for California must include an efficient transportation system and reduced per capita vehicle miles of travel. Transportation control measures (TCMs) provide a method to move toward reduced motor vehicle use and activity and will play an integral role in the Bay Area's long-term clean air strategy. Thus, we support the concept underlying the TCMs suggested by Dr. Holtzclaw, which is that MTC should give higher priority than it currently does to funding projects that reduce automobile dependency and discourage

14-L



Mr. Francis Chin

October 26, 1999

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sprawl. With renewed interest among elected officials in reducing sprawl and improving community livability, we expect that MTC may find political support for such approaches. We also encourage the three co-lead agencies in the Bay Area (the MTC, the Association of Bay Area Governments, and Bay Area Air Quality Management District) to work together to develop an infrastructure and integrated policies that effectively link transportation, land use, and air quality.

14-U

Thank you for your help in resolving these issues. If you have any questions or would like to discuss these matters further, please feel free to call me at (916) 322-2884.

Sincerely,



Kathleen Walsh  
General Counsel

Attachments

cc: Robert Kwong, Bay Area AQMD  
Dr. Holtzclaw, Sierra Club  
Association of Bay Area Governments

**LETTER 14 TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION  
FUND, OCTOBER 3, 2001**

- 14-A This comment letter incorporates by reference the previous comment letter submitted by Transportation Solutions Defense and Education Fund ("TRANSDEF") in May 2001 during the EIR scoping period. Those comments are included herein as "Letter 14A" and responses are provided in this document.

Under CEQA, an EIR must consider a reasonable range of alternatives to a proposed project. "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making." (CEQA Guidelines, § 15126.6, subd. (f); see also *Sequoyah Hills Homeowners Association v. City of Oakland* (1993) 23 Cal.App.4th 704; *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 416-417; *Carmel-by-the-Sea v. U.S. Department of Transportation* (9th Cir. 1997) 123 F.3d 1142 (CEQA/National Environmental Policy Act "NEPA") case explaining that a court will not lightly second-guess an agency's formulation and refinement of its own objectives and will uphold an alternatives analysis that reflects proper project objectives); see also Memorandum to MTC Planning and Operations Committee from MTC Executive Director re: Approval of RTP Alternatives for Review in Environmental Process, June 8, 2001 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092.)

CEQA establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR. Each case must be evaluated on its own facts, which in turn must be reviewed in light of the statutory purpose. Analysis of every imaginable alternative or mitigation measure is not required; rather, CEQA is concerned with potentially feasible means of reducing environmental effects. (CEQA Guidelines, § 15126.6, subd. (a).)

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans of regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire control or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives. (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553.)

The law does not require that every conceivable alternative be stated in the EIR, nor that the alternatives that are stated be described in every possible detail. What is required is that the EIR give reasonable consideration to alternatives in light of the nature of the project. (See, e.g., *Marin Municipal Water District v. KG Land California Corporation* (1991) 235 Cal.App.3d 1652, 1665-1666; *Al Larson Boat Shop v. Board of Harbor Commissioners* (1993) 18 Cal.App.4th 729, 745-746; *Mountain Lion Foundation v. Fish and Game Commission* (1997) 16 Cal.4th 105, 135-136.)

TRANSDEF asserts that the Draft EIR “did not analyze any feasible alternatives to the proposed RTP. ” On the contrary, the Draft EIR for the RTP provides detailed consideration of at least four alternatives to the proposed 2001 RTP, including the No Project Alternative, a System Management Alternative, the Blueprint 1 Alternative, and the Blueprint 2 Alternative. By their nature, the proposed action and its alternatives represent a numerous array of feasible options – far exceeding a “reasonable range” – because the alternatives analysis provides the decision-makers with flexibility in adopting the final RTP by anticipating the universe of projects that may be considered for the RTP and particularly for the financially constrained portion called “Track 1” (i.e., the Commission may choose to swap a Blueprint project for a Track 1 project in the current RTP, as long as the funding assumptions remain reasonable).

It is well settled that “[t]he discussion of alternatives need not be exhaustive, and the requirement as to the discussion of alternatives is subject to a construction of reasonableness. The statute does not demand what is not realistically possible given the limitation of time, energy, and funds.” (*Residents Ad Hoc Stadium Committee v. Board of Trustees* (1979) 89 Cal. App. 3d 274, 276). In fact, “[f]our alternatives . . . represent enough of a variation to allow informed decision making.” (*Mann v. Community Redevelopment Agency*, 233 Cal. App. 3d 1143, 1150-1151.) Accordingly, MTC complied with CEQA by discussing an array of potentially feasible alternatives in the Draft EIR.

- 14-A1 TRANSDEF’s comments assert that Blueprint 1 and Blueprint 2 are not alternatives to the RTP because “they are not fiscally constrained – the funding for them is speculative.” The comment states that Government Code section 65080, subdivision (b)(1) provides that regional transportation plans must contain fiscally constrained expenditure plans. That section reads as follows:

“The regional transportation plan shall include all of the following:

(1) A policy element that describes the transportation issues in the region. . . [t]he objective and policy statements shall be consistent with the funding estimates of the financial element. . . .

(3)(A) A financial element that summarizes the cost of plan implementation constrained by a *realistic projection of available revenues*. [Emphasis added.]

Both Blueprint 1 and 2 have the ability to be implemented through future voter or legislative action and funded by the possible new revenue sources that have been identified and discussed on many occasions in the past. (Draft EIR, p. 3-3.) The new revenue sources are reasonable to consider and highly plausible because they represent “extensions of or increases to existing funding sources, or have legislative authorization to be developed or implemented.” (Draft EIR, p. 3-3.) Given that the sources currently exist and are subject to extensions or increases, or have been authorized by the Legislature, the Commission could determine that the funding for Blueprint 1 and 2 projects is potentially achievable.

The Draft EIR does identify other potential sources of new revenue, including regional gas taxes, rollover of existing county sales taxes, higher bridge tolls, and making the contribution of the state sales tax on gasoline for transportation permanent as a proposed constitutional amendment on the March 2002 ballot.

The Draft EIR also states that “MTC may adopt any of the alternatives in this EIR. Although federal planning regulations require that MTC identify a set of projects that can be delivered based on reasonably available funding, these requirements do not preclude MTC from adopting a plan that includes additional projects that are not financially constrained.” (Draft EIR, p. 3-3.)

- 14-A2 This comment asserts that the proposed RTP and the System Management Alternative are “so similar as to not have meaningfully different impacts.” TRANSDEF bases this conclusion on the following: (1) both alternatives contain the same foundation of “\$73.9 billion in ‘Committed funds’”; and (2) a comparison of the alternatives in Draft EIR Tables 3.1-2 through 3.1-8, which illustrate the transportation and air quality impacts among the alternatives.

The Draft EIR provides that the System Management Alternative is designed to improve the operational efficiency of the existing transportation system, such as more express bus service, reversible freeway lanes, and a better connected HOV and transit system. (Draft EIR, p. S-3.) Unlike the proposed RTP, the System Management Alternative provides more funding for street and road pavement maintenance shortfalls, and MTC would be required to pursue congestion pricing on the Bay bridges to enable funding for new express buses in the bridge corridors. (Draft EIR p. 3-3.)

At its most fundamental level, TRANSDEF’s comment criticizes the methodology and study approach to the Draft EIR, without any factual basis. The environmental review of

the 2001 RTP was conducted in conformance with accepted and widely-used methods of transportation system planning, analysis, and decision-making. (See, e.g., Report of Arthur Bauer & Associates (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092); see also Southern California Association of Governments 2001 Regional Transportation Plan Update Program Environmental Impact Report, February 1, 2001 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092).)

In a manner consistent with these methods, MTC honors funding commitments made in the three-year Transportation Improvement Program ("TIP") (projects that are fully funded and are ready to be implemented through the TIP by way of design, right-of-way acquisition, or construction); federal funding "earmarks" that are provided to the Bay Area through federal legislation, and county sales tax measure projects where the sales tax measures provide full funding for a transportation project or program. This approach is consistent with CEQA, which anticipates that plans and projects evolve over time, are formulated in "tiers," often through complex multi-agency consultation and review processes; and proposed actions do not require these agencies, at every instance, to return to "square one" to continually reconsider the appropriate form and impact of their long-range planning efforts. Transportation improvements take many years to plan, review, design, fund, and implement, while the RTP must be updated every 2 to 3 years. If MTC were to ignore the years of planning that have led to these funding commitments, it would fail to reflect the extensive and ongoing public and local agency processes that have led to those commitments, and would be wasting substantial resources already invested in planning, engineering, and environmental analysis required to bring projects to the "committed" stage.

14-A3 Please refer to the response to comment 14-A.

14-A4 Table 3.1-8 in the Draft EIR compares the environmental effects of the alternatives to the proposed RTP to the extent reasonably feasible through a qualitative and numerical rating system. (Draft EIR, p. 3-14; see id., pp. 3-1 - 3-14.) CEQA imposes no requirement for a specific comparative process for evaluating alternatives in a programmatic, plan-level EIR that will be followed by site-specific environmental review of individual projects. In *Al Larson Boat Shop, Inc. v. Board of Harbor Commissioners* (1993) 18 Cal.App.4th 729, 741-746, for example, the Court of Appeal upheld a rather general alternatives analysis, consisting of only a total of four pages. The project at issue was the adoption of an updated "port master plan" that, among other things, defined the Port of Long Beach's five-year goal for building facilities sufficient to meet the increased demand for handling commercial cargo. Accordingly, the EIR was a plan-level document. The EIR

and plan described six anticipated port projects, including three minor landfills, which were intended to assist the Port in meeting its goal. The court held that EIRs for plan-level decisions (e.g., port master plans, regional transportation plans, general plans, etc.) need not address alternatives with the level of specificity appropriate in project-level EIRs. (18 Cal.App.4th at p. 746.)

- 14-B This comment states that the “Committed Funds” project list makes up the “No Project Alternative,” and includes funding for maintenance and operations which tend to be routine. TRANSDEF notes, however, that it also includes roadway expansion and State Transportation Improvement Plan projects, which need to be evaluated in project-specific CEQA documents. As MTC possesses discretion in programming funds, and could allegedly reallocate funding to other purposes, TRANSDEF states that it is improper to include the expansion projects as part of a No Project Alternative.

Under CEQA, “[t]he ‘no project’ analysis must discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be *reasonably expected to occur in the foreseeable future* if the project were not approved, based on current plans and consistent with available infrastructure and community services.” (CEQA Guidelines § 15126.6, subd. (e)(2).) In accordance with CEQA, the analysis of the “no project alternative” in the Draft EIR includes a discussion of existing conditions and includes projects that have full funding commitments and are slated to go forward, as well as fully funded sales tax transportation projects authorized by voters. (Draft EIR, p. 3-2.)

Regarding the issue of MTC’s ability to reallocate funding to other purposes, the CEQA Guidelines provide that the “no project” analysis should discuss both existing conditions and those that are reasonably likely to occur. MTC’s asserted ability to reallocate funding is irrelevant as the funding is already committed, making the “Committed Funds” projects reasonably likely to occur. (See, e.g., Report of Arthur Bauer & Associates; MTC *Funding Guide*; MTC *Citizens’ Guide*; please also refer to the response to comment 14-E2.) In any event, MTC cannot make such reallocations without making unrealistic financial assumptions in the RTP, in conflict with federal transportation planning requirements. (See California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999); see also Southern California Association of Governments *2001 Regional Transportation Plan Update Program Environmental Impact Report*, February 1, 2001; please also refer to the response to comment 14-A2.)

TRANSDEF further asserts that since only the Track 1 Funds are treated by the RTP as being subject to the discretion of the RTP planning process, the bulk of the available RTP revenues are not available when considering the possibility of alternative projects. “The

locking up of a full 91 percent of the RTP funds as ‘Committed’ prevents the formation and modeling of substantive alternatives” and “impermissibly limits the range of options available to decision makers.” In essence, TRANSDEF argues that the RTP should be evaluated based on the availability of all funds. This alternative is infeasible; MTC has determined, based on the evidence in the record, that neither Bay Area voters, other transportation agencies, nor the state Legislature would support, condone, or endorse the re-evaluation of prior funding commitments. The environmental review of the 2001 RTP was conducted in conformance with accepted and widely-used methods of transportation system planning, analysis, and decision-making. (See, e.g., Report of Arthur Bauer & Associates.)

The DEIR explains, moreover, that the 2001 RTP impacts are different from the cumulative population and employment growth impacts that are expected to occur and which are *largely independent from 2001 RTP* policies and investments. (Draft EIR, p. 1-7.) Please also refer to the responses to comments 4-B and 4-D.

Furthermore, in *Rio Vista Farm Bureau Center v. County of Solano* (1992), 5 Cal. App. 4th 351, the court held that the county did not improperly segment a project since the proposed project was fully evaluated for its potentially significant adverse environmental impacts, and any omitted specific discussions were of other projects, not the project under consideration. Similarly, the Draft EIR for the RTP fully evaluates the projects under consideration (the Track 1 projects) and omits evaluation of the Committed Funds, which are not projects under consideration, but rather projects that have, for all intents and purposes, already been approved. (See also Report of Arthur Bauer & Associates.) Please also refer to the response to comment 14-A2.)

14-B1 Please refer to the response to comment 14-B.

14-B2 Please refer to the responses to comments 14-A and 14B.

14-C1 This comment asserts that MTC’s analytic method of using a “no project alternative” as a baseline, “when it contains substantial activity that will modify the environment away from its initial condition, is specifically prohibited by the CEQA Guidelines [section 15126.6, subdivision (e)(1)].” This statement regarding “substantial activity” is based on the fact that \$73.9 billion in “Committed Funds” and other significant projects comprise the “no project” alternative. Further, TRANSDEF states that if the impacts of the build alternatives were compared to existing conditions, a large number of additional significant impacts would be identified, thus the Draft EIR fails to evaluate the cumulative impacts.

CEQA Guidelines section 15126.6, subdivision (e)(1), states that the no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline. The "no project" alternative shall discuss the existing conditions at the time the environmental analysis is commenced, as well as what would be reasonably expected in the future.

In the instant case, the Draft EIR appropriately determined the significance of the RTP's impacts by comparing them to both the existing physical environment and to the "No Project Alternative," which includes the existing conditions at the time the environmental analysis is commenced, as well as what would be reasonably expected in the future. (See, e.g., Draft EIR, p. 2-29; see also CEQA Guidelines, §§ 15125; 15126.6, subd. (e)(1); please also refer to the response to comment 14-A2.) It should be noted that although specific projects in the RTP may result in site specific project level impacts (such as impacts to biological resources), the RTP does not cause adverse traffic, transportation, or air quality impacts; it has been formulated to reduce traffic congestion, VMTs, and the associated air quality impacts over time. Therefore, the relevant inquiry is the degree to which the proposed plan would in fact lessen or avoid otherwise anticipated impacts – thus, the Draft EIR's comparison to the "no project" alternative scenario, including "committed projects" that will occur with or without the RTP, is necessary and appropriate. (See, e.g., Report of Arthur Bauer & Associates; Southern California Association of Governments 2001 Regional Transportation Plan Update Program Environmental Impact Report, February 1, 2001.)

- 14-C2 This comment asserts that the Draft EIR is inadequate because it fails "to properly evaluate the cumulative impacts of regional growth." In compliance with CEQA, the Draft EIR was prepared to inform decision-makers of the potentially significant environmental consequences of the 2001 RTP, including such consequences on a cumulative basis. Toward that end, Chapter 2.11 of the Draft EIR provides a detailed discussion of the relationship between the transportation improvements proposed in the RTP and land use, and evaluates the general land use implications of the proposed RTP and a range of alternatives over time and in conjunction with other reasonably foreseeable future projects. Specifically, beginning on page 2-170, the Draft EIR discusses urbanization impacts that could result from changes in accessibility made by some transportation improvements. (See also Draft EIR, pp. 2-165 - 2-177 (Section 2.11, Land Use); *id.* at pp. 3-15 - 3-16 (discussing potential growth-inducing impacts).) The transportation improvements proposed in the RTP are consistent with the projected and planned growth in the Bay Area, as identified by ABAG in consultation with local governments.



Please also refer to the responses to comment 4-B, 4-D, 7-A, 8-B, and 8-J.

- 14-D1 This comment states that the Draft EIR identifies a “troubling series of significant impacts” resulting from “25 years of suburban growth,” yet does not identify mitigation measures. Any potentially significant impacts resulting from “25 years of suburban growth” are the proper subject of environmental documents prepared for the discretionary agency actions that permit such growth. MTC has no land use authority and cannot directly affect growth patterns. To the extent reasonably feasible, MTC promotes coordination and integration of transportation and land use planning through participation in the Regional Agencies Smart Growth Initiative as well as through its TLC program and its HIP program. (Draft EIR, pp. 2-176 - 2-177.) Please also refer to the responses to comments 4-B, 4-D, and 8-W.
- 14-D2 TRANSDEF alleges that the RTP failed to consider any low-cost mitigation measures as set forth in the California Transportation Commission’s RTP Guidelines, including analyses of transportation demand management strategies. TRANSDEF has also proposed “an extensive” system of Transportation Control Measures (“TCMs”) to reduce the impacts of sprawl. TRANSDEF seeks evidence in the record to support findings that the TCMs proposed by TRANSDEF are infeasible.

MTC has conducted and documented a review of TCMs in the analysis of “Reasonably Available Control Measures” in the *Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard* (October 24, 2001) (incorporated herein by reference pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092). (Please also refer to the response to comment 14-M.) TRANSDEF, on the other hand, provides no evidence that these measures are feasible or practical, or even that they are effective. In fact, TRANSDEF admits that “further details” are needed to implement their proposed measures. An EIR need not analyze every *imaginable* alternative or mitigation measure; its concern is with *feasible* means of reducing environmental effects. Under the CEQA Guidelines, a mitigation measure is “feasible” if it is “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” (CEQA Guidelines, § 15364.) Where mitigation measures proposed by project critics are obviously infeasible, an EIR is not deficient for failing to discuss them. (*Concerned Citizens of South Central Los Angeles v. Los Angeles Unified School District* (1994) 24 Cal. App. 4th 826, 843; see Report of Arthur Bauer & Associates.)

Please also refer to the responses to comments 14-M through 14-T.

- 14-E1 This comment asserts that many of the mitigation measures proposed for cumulative impacts require implementation by other jurisdictions, but fail to require those jurisdictions by agreement to implement the measures. In so stating, TRANSDEF cites Draft EIR page 2-101, which provides that mitigation measures will be effective "if incorporated by project sponsors." Prior to that section, however, on page 2-99, the Draft EIR explains that "project sponsors shall commit to mitigation measures at the time of certification or approval of project-related environmental documents." This approach fully complies with CEQA. (See, e.g., *Rio Vista Farm Bureau Center v. County of Solano* (1992) 5 Cal.App.4th 351, 375-377.)

Furthermore, mitigation measures are not required for effects which are not found to be significant. (CEQA Guidelines, § 15126.4, subd. (a)(3).) The duty to mitigate arises only if the impacts of the project are significant and adverse. Impacts such as traffic congestion and increased air pollutant emissions result from regional growth that will continue to occur with or without major transportation improvements, since the factors most affecting potential growth are immigration, birth rates of different segments of the population, housing availability and cost, job opportunities, and other factors. (Draft EIR, pp. 3-15 - 3-16.) Transportation investment in general, and increased capacity in particular, currently lag behind the growth that has already occurred in the Bay Area. This condition will continue to be true in the future as well. Roadway lane miles are projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent. The limited transportation system expansion contemplated in the 2001 RTP therefore will not result in significant adverse traffic congestion or air quality impacts that require mitigation. (Draft EIR, pp. 2-10 - 2-14, 3-15 - 3-16.)

The evidence in the record demonstrates that the only significant adverse impacts anticipated to occur are as a result of regional growth on a cumulative basis, not as a result of implementation of the RTP. When cumulative effects are involved, CEQA anticipates that the only feasible mitigation may entail local agency adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis. (Guidelines, § 15130, subd. (c); *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1989) 209 Cal.App.3d 1502, 1526; see also *Native Sun/Lyon Communities v. City of Escondido* (1993) 15 Cal.App.4th 892, 908 ("[u]nder CEQA the choice of how to allocate mitigation of cumulative impacts remains discretionary with the local entity").)

Moreover, in devising mitigation measures, "a public agency may exercise only those express or implied powers provided by law other than [CEQA]." (Pub. Resources Code, § 21004; see also CEQA Guidelines, § 15040, subd. (b); *Corona-Norco Unified Sch. Dist. v.*

*City of Corona* (1993) 13 Cal.App.4th 1577, 1587; *Kenneth Mebane Ranches v. Superior Court* (1992) 10 Cal.App.4th 276, 291; *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1989) 209 Cal.App.3d 1502, 1525; *Concerned Citizens of South Central Los Angeles v. Los Angeles Unified School District* (1994) 24 Cal.App.4th 826, 842.) Changes in land use development patterns are not a mitigation option available to MTC, which has no land use authority to affect growth patterns or congestion levels.

Please also refer to the responses to comments 4-B and 4-D.

- 14-E2 TRANSDEF states that MTC may have the authority to condition the funding of other jurisdictions on compliance with land use criteria. This statement is based solely on a letter from the California Air Resources Board stating its understanding that MTC can allocate funding based on priorities specified in the RTP, and that the contents of the RTP are decided by MTC.

MTC's scope of authority and funding allocation methods in formulating the RTP are based on, and consistent with, the requirements and limitations of federal and state law. (See, e.g., Report of Arthur Bauer & Associates; California Transportation Commission *Regional Transportation Plan Guidelines* (December 1999).)

Please also refer to the response to comment 14-E1.

- 14-E3 This comment suggests that the mitigation monitoring and reporting program should have been circulated to the public with the EIR. CEQA does not require the inclusion of such a program within a draft or final EIR:

"The law clearly contemplates otherwise, for the mitigation monitoring program is required to be adopted '[w]hen making the findings required' (§ 21081.6), and those findings are made after considering the final EIR. (See § 21081; Guidelines, § 15091.) Nothing in CEQA or the Guidelines requires the mitigation monitoring plan to be in the EIR."

(*Christward Ministry v. County of San Diego* (1993) 13 Cal.App.4th 31, 49; see also *Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1356-1357 (recirculation of a mitigated negative declaration was not triggered by the apparent addition, after the public review period, of three conditions of approval that "appear[ed] to be in the nature of the monitoring program required by Code section 21081.6 of a public agency that has imposed mitigating conditions on a project").)

- 14-F Please refer to the responses to comments 8-J and 15-D.

- 14-G Please refer to the responses to comments 4-D and 14-E1.
- 14-H Please refer to the response to comment 8-M.
- 14-I Please refer to the response to comment 14-E1.
- 14-J Please refer to the responses to comments 14-D1 and 14-E1.
- 14-K Please refer to the responses to comments 7-A, 7-C, 7-G, 8-A, 8-U, 14-D1 and 14-E1.
- 14-L Table 2.1-3 in the Draft EIR presents information regarding "Projected Person Trips Between Counties in the Year 2025," as part of the chapter describing the physical environmental conditions for the project, or the "environmental setting." (CEQA Guidelines, § 15125, subds. (a), (b), and (c) (the EIR should discuss the regional setting in which the proposed project should operate).) The RTP is a regional plan and the regional setting in which it would be implemented is thoroughly described; the requested information is beyond the scope of this discussion.
- 14-M The listed Transportation Control Measures ("TCMs") were evaluated by MTC pursuant to the Reasonable Available Control Measure ("RACM") analysis in the *Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard* adopted by ABAG, BAAQMD, and MTC on October 24, 2001 (please also refer to the response to comment 8-J). All TCMs in the federal ozone attainment plan have been or will be implemented through the funding allocations in the RTP. (See, e.g., BAAQMD *Transportation Fund for Clean Air Annual Report, Fiscal Year 2000/01* (March 2001) (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092); please also refer to the responses to comments 7-A, 8-U, 8-V, 14-D1, and 14-E2.)

Since TRANSDEF's TCM suggestions were addressed in the federal ozone attainment plan, the function of the RTP is to ensure funding for TCMs that were adopted, not to reevaluate these TCMs in the RTP. Further, TRANSDEF provides no evidence that these measures are feasible or practical, or even that they are effective. In fact, TRANSDEF admits that "further details" are needed to implement their proposed measures. An EIR need not analyze every *imaginable* alternative or mitigation measure; its concern is with *feasible* means of reducing environmental effects. Under the CEQA Guidelines, a mitigation measure is "feasible" if it is "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (CEQA Guidelines, § 15364.) Where mitigation measures proposed by project critics are obviously infeasible, an EIR is not deficient for failing to discuss them. (*Concerned Citizens of South Central Los Angeles v.*

*Los Angeles Unified School District* (1994) 24 Cal. App. 4th 826, 843; see Report of Arthur Bauer & Associates.)

Moreover, in 1995 the California Legislature acted to prohibit public agencies from requiring an employer to implement an employee trip reduction program. Health and Safety Code, section 40717.9, eliminates employee trip reduction programs as one of the types of mitigation that agencies can impose under CEQA. While TRANSDEF's measures are not defined as employee trip reduction programs, they are similar in that they mandate commuter choice programs that serve to reduce employee trips.

14-N Please refer to the response to comment 14-M.

14-O Please refer to the response to comment 14-M.

14-P Please refer to the response to comment 14-M.

14-Q Please refer to the response to comment 14-M.

14-R Please refer to the response to comment 14-M.

14-S Please refer to the response to comment 14-M.

14-T Please refer to the response to comment 14-M.

14-U Please refer to the response to comment 14-M.

**Ashley Nguyen - TRANSDEF RTP scoping comments**

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**From:** "David Schonbrunn" <David@Schonbrunn.org>  
**To:** <anguyen@mtc.ca.gov>  
**Date:** 5/7/2001 1:02 PM  
**Subject:** TRANSDEF RTP scoping comments

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**14A**

Ashley--

Attached is a Word Perfect file with TRANSDEF's comments on the scoping of the 2001 RTP EIR. It is currently unpaginated, as I have had extraordinary problems with the software over the weekend. I will mail a hard copy with the correct pagination.

If you have any trouble opening the file, please contact me at the number below. Thank you.

--David Schonbrunn

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MAY 8 2001

TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND

16 Monte Cimas Avenue Mill Valley, CA 94941 415-380-8600

May 4, 2001  
By e-mail & US Mail

Sharon Brown, Chair  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Re: 2001 Regional Transportation Plan EIR Scoping

Dear Chair Brown:

TRANSDEF is pleased to see that the preparation of the 2001 RTP includes a series of improvements over RTP practices in past years. In particular, the convening of the Environmental Justice Advisory Group and the Performance Measures Working Group represents a very positive development. While the aggressive schedules for these groups do not provide enough time for thoughtful analysis and community-based process, TRANSDEF applauds MTC's significant commitment of resources and willingness to engage these challenging topics.

The decision to include an RTP Alternative defined by the public is similarly a positive step forward. TRANSDEF believes that the definition of this alternative needs further work, however, given the problem that merely picking "the most frequently mentioned substitutes for funding levels and/or projects and programs" is likely to fail to provide a coherent and strategic alternative. Random comments from the public are unlikely to add up to a plan that optimizes both the use of scarce resources and the mitigation of RTP impacts. Happily, this problem can be easily corrected. However, while it is nice that the Proposed RTP will study a Citizens' Alternative, the primary responsibility for developing a range of meaningfully different strategies should fall on professional staff. The burden of CEQA is not satisfied by shifting it to the public.

14A-A

In response to the March 31, 1998 Notice of Preparation, the Regional Alliance for Transit submitted extensive suggestions [attached] for scoping the EIR. None of these suggestions were implemented in the DEIR. No response to the letter was ever received. Amongst many innovative ideas, it proposed an RTP Alternative that avoided encouraging long distance driving by leaving in place existing "gateways" or bottlenecks such as the limited number of bores in the Caldecott Tunnel and the 4 lane expressway between Novato and Petaluma, when an adjacent transit facility has unused capacity. TRANSDEF trusts that 'the New MTC' will be more responsive to the comments herein.

14A-E

Alternatives Analysis

The proposed **Alternative 3: Other Projects Alternative** could potentially be a very useful alternative to study, if the elements of it are carefully tailored to work together as a transportation system. TRANSDEF believes that a more-or-less comprehensive alternative has been developed by the Bay Area Transportation and Land Use Coalition (BATLUC). (Should BATLUC fail to submit a proposed alternative, TRANSDEF intends to do so.) TRANSDEF would be pleased if this alternative was studied as Alternative 3, and suggests it be titled

14A-C

**"Citizens' Alternative."** If MTC insists on melding other ideas from the public with the BATLUC proposal, we would object, unless MTC were willing to add another alternative, in which the BATLUC alternative was studied in isolation.<sup>1</sup>

The reason for insisting that the BATLUC alternative be studied on its own is that it represents a specific strategy for improving transportation in the region. A melding of randomly collected ideas is likely to water down the plan's strategic coherence to the point of not providing decision-makers with the information they are legally required to be given. The EIR must conduct an adequate analysis of alternative strategies. Under CEQA case law, as cited in *Kings County Farm Bureau v. City of Hanford*, 221 Cal.App. 3d 692 (1990):

An EIR must "describe a range of reasonable alternatives to the project or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives." (Guidelines, § 15126, subd. (d).) The discussion must "focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (Guidelines, § 15126, subd. (d)(3).) A major function of the EIR is to ensure thorough assessment of all reasonable alternatives to proposed projects by those responsible for the decision. (*County of Inyo v. City of Los Angeles*, *supra*, 71 Cal.App.3d at p. 203, 139 Cal.Rptr. 396.)

A legally adequate EIR "must produce information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (*San Bernardino Valley Audubon Society, Inc. v. County of San Bernardino* (1984) 155 Cal.App.3d 738, 750-751, 202 Cal.Rptr. 423; see also *Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d 1167, 1178-1181, 243 Cal.Rptr. 339.) It must contain sufficient detail to help ensure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from being swept under the rug. (*Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 935, 231 Cal.Rptr. 748, 727 P.2d 1029; *People v. County of Kern* (1974) 39 Cal.App.3d 830, 841, 115 Cal.Rptr. 67.) It must reflect the analytic route the agency traveled from evidence to action. (*Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal.3d 506, 515, 113 Cal.Rptr. 836, 522 P.2d 12.) An EIR which does not produce adequate information regarding alternatives cannot achieve the dual purpose served by the EIR, which is to enable the reviewing agency to make an informed decision and to make the decisionmaker's reasoning accessible to the public, thereby protecting informed self-government. (*Laurel Heights Improvement Association v. Regents of the University of California*, *supra*, 47 Cal.3d at p. 392, 253 Cal.Rptr. 426, 764 P.2d 278.)

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<sup>1</sup> One method of reducing the workload would be to eliminate **Alternative 2: Maintenance and Operations Alternative**. We doubt that this alternative will develop useful information beyond that obtained by studying the mandatory **Alternative 1: No Project Alternative**.

14A-C



Given these statutory and regulatory requirements, TRANSDEF requests that the alternatives studied in the RTP EIR represent coherent and consistent approaches to regional transportation.

**14A-C**

Along these lines, we believe that the definition of **Alternative 4: Blueprint Alternative** is similarly flawed. We are concerned that this alternative, as currently defined, will fail to be informative to Commissioners, due to its multiple variables. Not only does it add significantly more funding, it also may contain alternative land use and pricing assumptions. These latter assumptions are extremely valuable to the analysis of alternative approaches to regional transportation, but their impacts will not be able to be separated out from the impacts of increased funding. To make the RTP alternatives maximally useful to Commissioners, these alternative assumptions should not be part of the base **Alternative 4**. TRANSDEF requests that a consistent set of alternative land use and pricing assumptions be applied to each of the RTP Alternatives, as sub-alternatives. While recognizing that MTC doesn't have the authority to implement these assumptions, these sub-alternatives would act as sensitivity analyses, providing a basis for future policy development and state legislation.

**14A-I**

We note that **Alternative 4** is technically not an RTP alternative, because it is not fiscally constrained. While it is useful as an illustration of the benefits of additional funding for the RTP, for the purposes of CEQA, it should not be identified as an RTP alternative because the Commission cannot legally adopt it.

Over 90% of the proposed RTP expenditures have been identified as "committed," a tactic TRANSDEF believes to be contrary to the letter and intent of CEQA. By handcuffing itself to the committed projects, the Commission has chosen to artificially limit the range of possible alternatives to be studied. This leads to a high probability that the RTP's impacts will be extremely similar from alternative to alternative, since the vast bulk of the RTP is spent on the same list of projects in each of the alternatives. For CEQA purposes, it would be more accurate to call the four proposed alternatives "Options" rather than "Alternatives." We do not believe they meet the tests for valid Alternatives. If an alternative were to model a large proportion of the total funds being spent on transit instead of new highways, for example, the results would provide useful input for decisionmakers. The Commission's decision to not study the widest possible range of alternatives cannot lead to better solutions to regional transportation.

**14A-E**

TRANSDEF asks that all expansion projects not under contract be required to compete anew for regional funds. In addition, we ask that strict guidelines be instituted for "maintenance" projects, to avoid the problem of 'scope creep' where maintenance projects on the committed projects list sprout expansion components following RTP adoption. The sheer size of this list means that, without the careful implementation of guidelines, the dollar volume of small expansion projects that receive no scrutiny in the EIR will swamp Track 1.

Returning to the issue of mitigation, the CEQA guidelines require a "focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance..." (*supra*). TRANSDEF requests that the EIR study the effectiveness of mitigating the significant impacts of the increase in regional VMT by implementing the TCMs proposed by the public for the 2001 SIP (including TRANSDEF's own submission).

**14A-F**

RTP Goals

RTP goals are the foundation of the RTP, and especially its Policy Element. If MTC wants to actually improve regional transportation, it must start to exercise discretion over which projects are selected for the RTP, rather than continue its tradition of merely combining the favored projects of each CMA and transit operator. To do so requires great clarity in its goals.

The lack of a fundamental analysis of the region's transportation problems (e.g., high levels of vehicle trip generation lead inevitably to congestion; jobs/housing imbalance creates excessive transportation demand) means that MTC has no strategy, and therefore no focused goals and objectives with which to optimize the RTP investment selection process. In the absence of refined goals, MTC has operated with a brute force strategy of 'just get more money.' The Performance Measures Working Group's efforts to define useful measures of performance was hampered by the lack of clarity and specificity of the Commission's RTP goals. Prior to project selection for the RTP, TRANSDEF urges the Commission to refine its RTP goals beyond their current state so as to maximally focus its scarce resources on solutions.

14A-C

Counties have no responsibility for the regional impacts of their land use and transportation plans. It is MTC's job as regional traffic cop to minimize those impacts by using its discretion to select for the RTP those projects that minimize the cumulative impacts. MTC has the authority under SB 45 to "consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies" (Sect. 65080(a)). Similarly, "A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan" (Sect. 65080(b)(3)) (emphasis added). Rather than acting as if all the projects to be submitted by local agencies are already regionally optimal, MTC should develop clear goals to enable it to select the best projects.

Major Update or Minor Revision?

We are concerned that MTC appears to be considering this RTP to be a "major update." Despite the Commission's promise every RTP, starting in 1996, to produce a major update in the next RTP cycle, TRANSDEF has not seen a major RTP update since 1994. Based on the current RTP materials available to the public, it seems clear that the proposed 2001 RTP will be a minor update--a repackaging of the 1998 RTP, with a few additional projects. This bait-and-switch tactic has resulted in numerous organizations, including ours, losing patience with your agency. While continuing to participate in the RTP process, we have gone to the courts to stop MTC from facilitating the further deterioration of the region's quality of life.

14A-H

What's missing in MTC's RTP preparation process is a fundamental analysis of the transportation problems facing the Bay Area (discussed in the section above). Without one, and the sharpened RTP objectives that are derived from it, the project mix is going to look the same as past failed RTPs, due to the lack of exercise of discretion. While the Regional Agencies Smart Growth Strategies is a step in the right direction, other regions like Portland and Salt Lake have conducted far more comprehensive regional planning efforts, having started their studies years ago. MTC's footdragging is a key reason planning in the Bay Area lags behind these other regions.

The issue of land use planning is key here, because the Regional Agencies Smart Growth process may ultimately result in a regional approach to land use with lower cumulative environmental impacts. MTC's history, exemplified in the proposed "Committed Funding" section of the 2001 RTP, is to take the decisions of past RTPs as the basis for the TIP, and then never revisit those decisions, deeming the past RTP projects "committed." The expansion of the RTP timeline to 25 years, along with the infusion of large amounts of new money, makes the policy of not revisiting past decisions totally unacceptable.

14A-t

#### Financial Element Presentation

A recurring problem in past RTPs has been the presentation of financial data that distort the MTC's contribution to transit. The problem is that formula funds, ITIP, transit farebox and local voter-approved sales tax revenues are included in the overall RTP revenue totals, even though these sources are not actually allocated by the Commission. The presentations in the past have thus exaggerated MTC's contribution to transit, claiming credit for allocating funds over which it has no discretion. If the funds over which MTC has discretion were properly identified and segregated for the pie chart analyses, this would document that MTC provides much less support for transit than is currently claimed. In the interest of a more accurate depiction of MTC decisionmaking, TRANSDEF requests that all the funds in the RTP be categorized as to whether MTC has discretion in allocation.

14A-I

#### Conclusion

The transit advocacy community has waited the past 7 years for MTC to follow through on its promise to do a major update of the RTP. This has now been put off another three years, under the rubric of a smart growth study. Given this unsatisfactory history and the dire consequences of sprawl predicted in past EIRs, further waiting is not an acceptable option. TRANSDEF requests MTC to follow the dictates of CEQA and deliver a legally sufficient EIR.

Sincerely,



David Schonbrunn,  
President

cc: FHWA  
FTA  
USEPA  
BAAQMD  
Earthjustice LDF  
RAFT  
BATLUC  
Sierra Club  
TRANSDEF Board  
Marc Chytilo, Esq.

**LETTER 14A TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION  
FUND, MAY 4, 2001 (EMAIL TRANSMITTAL DATED 5/7/01)**

- 14A-A Please refer to the responses to comments 7-E, 7-F, 14-A, and 14-A1.
- 14A-B Please refer to the responses to comments 7-E, 7-F, 8-G, 14-A, 14-A1, and 15-B.
- 14A-C Please refer to the responses to comments 7-E, 7-F, 14-A, and 14-A1.
- 14A-D Please refer to the responses to comments 7-E, 7-F, 14-A, and 14-A1.
- 14A-E Please refer to the responses to comments 14-A2 and 14-B.
- 14A-F Please refer to the responses to comments 14-D2, 15-E1, and 14-M through 14-T.
- 14A-G This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.
- 14A-H This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.
- 14A-I This comment concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

**Ashley Nguyen - Comments on DEIR for 2001 RTP**

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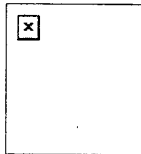
**From:** "Enrique Gallardo" <enriqueg@lif.org>  
**To:** <anguyen@mtc.ca.gov>  
**Date:** 10/3/2001 5:37 PM  
**Subject:** Comments on DEIR for 2001 RTP

---

Attached please find (in both Wordperfect and RTF format) comments by Latino Issues Forum on the DEIR for the 2001 RTP. I also faxed the same comments. I also attach the comments below, in case the attachments fail.

Thank you.

Enrique Gallardo  
Senior Program Manager  
Latino Issues Forum  
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San Francisco, CA 94103  
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*A Public Policy and Advocacy Institute*

October 3, 2001

Ashley Nguyen

Project Manager - Regional Transportation Plan

Metropolitan Transportation Commission

101 Eighth Street

Oakland, CA 94607

Via Facsimile: (510)464-7848

Via Email: anguyen@mtc.ca.gov

*See attachment.*

**Re: Comments on the Draft Environmental Impact Report for the Regional  
Transportation Plan**

4-125



*A Public Policy and Advocacy Institute*  
October 3, 2001

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Project Manager - Regional Transportation Plan  
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Oakland, CA 94607  
Via Facsimile: (510)464-7848  
Via Email: [anguyen@mtc.ca.gov](mailto:anguyen@mtc.ca.gov)

**Re: Comments on the Draft Environmental Impact Report for the Regional Transportation Plan**

Dear Ms. Nguyen:

I write on behalf of Latino Issues Forum (LIF) to comment on Draft Environmental Impact Report for the 2001 Regional Transportation Plan (RTP). LIF is a statewide public policy advocacy organization, focusing on issues that affect Latinos. Transportation has important environmental and health impacts on the Latino communities, as well as other communities. LIF is extremely concerned about

the environmental and health effects brought about by the increase in Vehicle Miles Traveled (VMT) proposed in the RTP, more so because Latinos are disproportionately hurt by these environmental and health affects. LIF also believes that the RTP does not provide adequate public participation on a number of issues that will have environmental impacts, which is a violation of the California Environmental Quality Act (CEQA)..

15-A

15-B

**The current RTP's proposed increase in VMT constitutes an environmental impact; projects that promote sprawl and pollution must not be encouraged with funding.**

The current RTP proposes that VMT increase by almost 50% in 25 years, even though the population is projected to grow by less than 20%. Such an increase in VMT is an environmental impact that must be mitigated. Sprawl is being encouraged by the current RTP. The Metropolitan Transportation Commission (MTC) may claim that sprawl occurs independent of the RTP, but the RTP need not

15-C

reward and encourage significantly for the Latino community. Transportation planning that simply creates more lanes on which more and more cars will become congested in traffic cannot have significant and disastrous environmental and health effects.

15-C

With increased VMT comes increased pollution. Latinos are disproportionately hurt by the health effects that result from air pollution. As demonstrated by a report published by LIF, "Confronting Asthma in California's Latino Communities," (available at our website [www.lif.org](http://www.lif.org)) in 1999, 1.8 million Californians suffered from asthma, with over half a million Latinos in California affected by this disease. Asthma is exacerbated and perhaps caused by air pollution. Without a doubt, vehicle exhaust is the primary factor in the formation of smog. Therefore, Latinos have a special interest in seeing sprawl and pollution discouraged. In order to mitigate the damaging environmental effects from increases in VMT, the RTP should encourage public transit ridership through increased funding, so that transit may become an attractive option for commuters. At the same time, less funding for sprawl-friendly projects will discourage sprawl and pollution.

15-D

**The Lifeline Transit Network should receive the highest priority in funding; this is the best possible mitigation for the environmental and health effects of VMT.** The best way to prevent air pollution is to encourage public transit ridership. The MTC must back its stated commitment to the Lifeline Transit Network with funding; otherwise its commitment is hollow. Funding for the Lifeline Transit Network should be added to the Expansion Policy and placed in Track 1 for funding. Lifeline service should be expanded to 24 hours a day, 7 days a week for those communities that need it most. Such a measure would result in a decrease in VMT, is feasible, and would constitute the best mitigation for the air pollution caused by an increase in VMT.

15-E

**Transit operators should not be required to increase fares; absence of public hearings on this issue is in violation of CEQA.** An increase in transit fares would discourage ridership and result in an increase in VMT. Therefore an increase in fares has an environmental impact and is subject to CEQA. An increase in fares is also hurtful to low-income communities that are dependent on public transit. MTC's provision of funding for the maintenance and overhead of public transit should not have the condition that the transit operators raise fares. This is especially so as the public has not had a chance to comment on this particular provision in public hearings. The absence of an adequate environmental review of increasing fares, including public hearings and opportunity for public input, is a violation of CEQA.

15-F

**Fund the program to give free bus passes to low-income students.** This is an innovative program that achieves a number of goals. It provides vital transit to a community that sorely needs it. It also frees these students' parents to more fully participate in the economy, when they currently may be pressed into a schedule that requires them to ferry their children to school and back. Most importantly for environmental purposes, it will reduce VMT, as parents will not be required to drive their children to and from school. The RTP should include funding for this program for at least three years. Moreover, the MTC should view this currently limited program as a pilot program to be expanded to the full range of the transit operators in MTC's jurisdiction.

15-G

**Fund a Regional Bicycle & Pedestrian Safety and Access Program.** Pedestrian and bicycle safety is an important environmental issue for the Latino community. Latinos, and especially Latino youth are disproportionately the victims of vehicle-on-pedestrian traffic accidents. Funding of each

15-H



county's bicycle plan and of MTC's regional bicycle plan should be provided.

The increase in VMT proposed by the current RTP presents unacceptable environmental and health impacts. This is so especially for the Latino community, which is disproportionately impacted by these environmental and health effects. The Metropolitan Transportation Commission should encourage projects that address this increase in VMT. A number of measures were provided above.

Thank you very much for your efforts in planning and improving our network of transportation.

Best Regards,

Enrique Gallardo, Esq.  
Senior Program Manager  
Environmental/ Sustainable Development Program  
Latino Issues Forum

785 Market Street, 3rd Floor San Francisco, CA 94103  
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Fax: 415 284 7210  
enriqueg@lif.org

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**LETTER 15 LATINO ISSUES FORUM, OCTOBER 3, 2001**

15-A The growth in VMT in the Bay Area is due to both the substantial increases in population (22.5 percent), total employment (40.0 percent), labor force (37.1 percent), as well as the location of growth which contributes to the length of trips (average vehicle trip lengths for commute trips are expected to increase from an average of 10.0 miles per trip in 1998 to 11.5 miles per trip by 2025, a 14.9 percent increase). In addition, growth in household auto ownership is predicted to increase by 28.2 percent. Thus, demographic forces primarily account for additional VMT. Implementation of the RTP would not cause significant additional vehicle activity. Rather, the 2001 RTP includes programs and projects to reduce growth in VMT that is otherwise expected to occur.

15-B MTC has gone to great lengths to solicit public input on the 2001 RTP and the Draft EIR through extensive consultation and public outreach efforts (see, e.g., *MTC Public Outreach & Involvement Program – Phase 1 Summary Report*, June 2001; *MTC Public Outreach Notebook*, April 2000 (incorporated by reference herein pursuant to CEQA Guidelines section 15150 and Public Resources Code section 21092). For example, in September and October 2001, MTC held eight public meetings in locations around the region to present the RTP and to receive comments from interested citizens. These meetings were in addition to the 29 workshops conducted in the spring prior to the release of the Draft RTP. MTC also conducted an online survey and received comments on the Draft RTP via e-mail. Moreover, MTC held a formal public hearing at the September 26, 2001, Commission meeting.

A 49-day public review period for the Draft EIR was provided in compliance with CEQA, and the document was made available in libraries located throughout the nine-county region and at the MTC-ABAG Library in Oakland. Notice of availability of the Draft EIR was published in major newspapers throughout the nine-county region and posted at the offices of the county recorder for each of these counties. In addition, this notice was posted on MTC's website at <http://www.mtc.ca.gov>, and was sent to over 400 persons, organizations, and public agencies throughout the region. Furthermore, this document responds to all comments received on the Draft EIR, including those such as the instant letter that were received after the close of the public comment period. (CEQA Guidelines, § 15088.) MTC's process has fully complied with, and exceeded by far, the public review requirements of CEQA. (See CEQA Guidelines, § 15087; see also *id.*, §§ 15085, 15105.)

15-C Implementation of the RTP would not cause significant additional vehicle activity. Rather, the 2001 RTP includes programs and projects to reduce growth in VMT that is otherwise expected to occur. Please see the responses to comments 4-D, 8-U, and 8-Z.

15-D Ozone problems are regional in nature and have been evaluated in detail in the *Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard* prepared by ABAG, BAAQMD, and MTC. (See also *Draft 2001 Regional Transportation Plan for the San Francisco Bay Area* (August 2001), p. 182.) The Plan is a regional strategy to further reduce air pollution emissions that cause violations of the federal ozone standard set by the Environmental Protection Agency to protect public health. The Plan contains stronger industrial,

mobile source, and transportation control measures, and was prepared based on extensive public input, including six community meetings in the month of August 2001. Implementation of the Plan will result in more than a 20 percent reduction in both volatile organic compounds and oxides of nitrogen—the main “ingredients” in ground level ozone—by the year 2006.

The highest ozone concentrations have been experienced in inland valleys and for a few hours over a few days. The highest ozone readings are typically recorded in Concord and Livermore, which do not have disproportionately large minority populations. Please also refer to the responses to comments 4-B, 4-D, 8-U, and 8-Z.

15-E This comment requests funding for LifeLine Transit in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

15-F This comment pertains to transit fare increases in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F. Please also refer to the response to comment 8-G regarding MTC’s compliance with public participation requirements.

15-G This comment requests funding for subsidized student bus passes for lower-income students in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

15-H This comment requests funding for a bicycle and pedestrian access and safety program in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

# Ashley Nguyen - BTBC Regional Transportation Plan Comments

**From:** Jason Meggs <jmeggs@bikethebridge.org>  
**To:** <anguyen@mtc.ca.gov>  
**Date:** 10/3/2001 6:23 PM  
**Subject:** BTBC Regional Transportation Plan Comments  
**CC:** SF Bay Area Bridge Access <ba-bridge-access@topica.com>, Rebecca Kaplan <rebecca@transcoalition.org>, Debbie Hubsmith <debhub@sfbike.org>

16

P.O. Box 15071  
 Berkeley, CA 94712-6071  
 October 3, 2001

RE: BTBC RTP DEIR COMMENTS

Chair Brown and Commissioners:

Thank you for the opportunity to comment on the Regional Transportation Plan and its Draft EIR.

The Bike the Bridge! Coalition is interested in the implementation of adequate, demand-dynamic bicycle shuttles along transbay corridors.

We believe that such shuttles would be very successful, and have repeatedly demonstrated their potential. Such shuttles can also alleviate pressures on other service providers and would certainly greatly encourage trip conversion from private motorcar commutes to bicycle commutes.

At present, the primary such shuttle is a van with a 14-bicycle trailer operated by Caltrans between the MacArthur BART and the Transbay Terminal. This shuttle has in the past turned riders away even with a backup shuttle and four tow trucks (more than 36 bicyclists for a standard 14 bicycle capacity). The true upper limit ridership potential for this service has not yet been seen. The potential for success at other BART locations, particularly during the "bicycle blackout" commute hours, is also very high.

This type of bicycle shuttle service must be orchestrated in an adaptable and expandable manner, which we are calling "demand-dynamic", or DDBS (Demand-Dynamic Bicycle Shuttles). As demand increases, the service should expand to meet the demand, thereby retaining reliability and capturing new ridership.

Whenever the existing service has been suddenly cut or interrupted, the potential to retain and expand has been seriously diminished. Numerous riders have given up on the shuttle at those times in exasperation, and explicitly have returned to single-occupancy vehicle commutes. Yet the existing shuttle service remains at or above capacity during peak hours in the peak direction.

Please include implementation of DDBS service as a goal of the RTP.

Please study it as a part of the DEIR.

We know there may be misconceptions and misinformation regarding the feasibility and success of such a service. Caltrans spokespeople have been known to respond to the issue of the shuttle being overfull and bumping riders with the claim that the shuttle is often empty. We would like the opportunity to respond to such misinformation and to help demonstrate the true demand potential of a DDBS implementation.

We also know that Caltrans has balked or failed to provide true cost figures for such shuttles in the past. We can help do the sleuthing necessary to illustrate the true cost of equipment and operations. Perhaps another service provider such as AC Transit would be more ideal for implementing this network of DDB shuttles.

We concur with the Marin County Bicycle Coalition's request that the MTC give an incentive to get people out of their cars. With MTC's funding commitment, which would include Demand-Dynamic Bicycle Shuttles as one

16-A

small component, we also believe the Bay Area can increase the bicycling mode share in the Bay Area from at least 1% to 10% over the next 25 years. This would also increase transit ridership and the pedestrian modeshare.

The MTC has a responsibility to use its powers of planning to improve quality of life, health, and to give people the freedom and means to escape congestion, danger and pollution. Please commit fair funding to alternative transportation and aggressively put those facilities, policies and services in place that will allow people to truly and practicably enjoy making those beneficial mode switches. Please truly make that vision a high priority.

Sincerely,

Jason Meggs  
East Bay Coordinator  
Bike the Bridge! Coalition

PG: (510) 720-2818  
FX: (510) 486-1528  
WK: (510) 643-6768

**LETTER 16 BIKE THE BRIDGE COALITION, OCTOBER 3, 2001**

- 16-A This comment requests the inclusion of demand-dynamic bicycle shuttles in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

## Ashley Nguyen - Comments on RTP for EIR review

**From:** "Debbie Hubsmith" <debhub@igc.org>  
**To:** <anguyen@mtc.ca.gov>  
**Date:** 10/3/2001 8:27 PM  
**Subject:** Comments on RTP for EIR review

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October 3, 2001

Metropolitan Transportation Commission  
c/o Steve Heminger, Executive Director  
101 Eighth Street  
Oakland, CA 94607-4700

Re: Comments on Regional Transportation Plan for EIR review  
Full Funding is Needed for the Regional Bicycle Plan

Dear Chair Brown and Commissioners:

The Marin County Bicycle Coalition thanks you for the opportunity to comment on the 2001 Regional Transportation Plan for the San Francisco Bay Area. This document, which will guide the expenditure of \$81.6 billion over the next 25 years will have a profound impact on our transportation choices, traffic congestion, air quality, and quality of life.

The basic problem with the RTP is that it will not enable Bay Area residents to transport themselves more easily in 25 years. In fact, with population growth, it will become even more difficult to get around. The Blueprint which MTC developed recently states that traffic congestion in the Bay Area will increase 249% in the next 20 years, even if MTC funds all of the improvements that are indicated for Track I in the RTP. This is simply not acceptable.

In addition to traffic congestion getting much worse, the Bay Area is already stuck in gridlock, our region is not conforming to air quality standards, and the mode-share and vehicle miles traveled predictions for 2025 still reflect an increase in the use of the automobile. Clearly the Bay Area is in a transportation crisis which is about to escalate.

The Marin County Bicycle Coalition is asking the Metropolitan Transportation Commission to take immediate action to amend the draft RTP to provide additional funding for bicycle and pedestrian infrastructure projects. We thank MTC for developing a Regional Bicycle Plan as part of the RTP. This is a very positive step forward. At the same time, we are concerned that currently, funding for bicycle projects represents less than 1/4 of 1% of the overall funding in the RTP.

To get people out of their cars, MTC must begin investing in building bicycle and pedestrian routes, particularly those routes that provide "Safe Routes to Transit." Fully funding the Regional Bicycle Plan is a low-cost initiative that will provide a high rate of return for MTC in terms of improving air quality and decreasing traffic congestion.

The Marin County Bicycle Coalition asks MTC to amend the RTP to reflect the following:

1. COMMIT TO FUNDING FOR BICYCLE INFRASTRUCTURE: The RTP should include \$1.6 billion in funding for bicycle projects over the life of the plan. The funding should be implemented as follows. There is \$460 million currently allocated in the RTP for bicycle projects. We recommend that an additional 2% of the discretionary funding (\$150 million) be available immediately through the RTP. MTC should then make a commitment in the RTP that

17-A

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the balance of the \$1.6 billion (approximately \$1 billion) be made available for bicycle infrastructure through future funding coming to the region. We recommend that the \$1 billion be funded through the ACA4 gas tax funds which are expected to come to MTC next year, in an amount of over \$6 billion. The MCBC further recommends that "Safe Routes to Transit" projects receive first priority in funding, and that these projects be implemented immediately. In Marin County, these projects are a sub-set of the North-South Bicycle Freeway, including: the Cal Park Tunnel (connecting to Larkspur Ferry Terminal), the restoration of the trestle (or a new bridge) over Corte Madera Creek and East Sir Francis Drake (connecting to the Larkspur Ferry Terminal), and the Alto Tunnel (connecting to the Tam Junction transit hub).

2. CLEARLY MAKE THE COMMITMENT THAT THE RBP WILL BE PART OF THE RTP: The Regional Bicycle Plan currently under development needs to be folded into the RTP as one of its components, and be fully funded, per the above, over the life of the RTP.
3. ADOPT THE CALTRANS DD-64 POLICIES AND THE POLICIES OF THE GOOD ROADS BILL: The principles embodied in the "Good Roads" bill, that passed the legislature last year, need to be part of the RTP. These principles of "routine accommodation" for bicycle facilities as part of all road construction and reconstruction projects are backed-up by the February 2000 document created by the US DOT, and the Caltrans Deputy Directive 64, which was released in February of 2001. The MCBC recommends that as part of authorization for all construction and reconstruction projects that MTC requires a jurisdiction to complete a form stating how they evaluated the potential for bicycle and pedestrian facilities as part of the road project, and what facilities they will be incorporating. We also ask that the Regional Bicycle Plan and the RTP fully recognize the federal AASHTO and FHWA design standards and traffic mitigation measures as related to bicycle and pedestrian use. Furthermore, for all new or redesigned transit stations, Safe Routes to Transit and bicycle parking should be made as conditions of approval. In Marin County, the SMART "Rail-with-Trail" project falls into this category. We also urge the MTC to pay special attention to the future port locations for the Water Transit Authority, and to ensure that good bicycle parking and bicycle and pedestrian access be provided.

The Metropolitan Transportation Commission has the power to develop a vision for a transportation system in the Bay Area that truly works. This vision must include full funding for MTC's Regional Bicycle Plan (including the Bay Trail) and new standards that will make bicycle and pedestrian projects a part of all transportation projects. We will astronomically increase the mode share for bicycling when MTC provides the funds for local jurisdictions to develop safe routes, especially those non-motorized routes that connect to transit stations.

The Marin County Bicycle Coalition looks forward to working with you to dramatically increase the bicycling and pedestrian mode shares. While only about 1% of trips in the Bay Area are made by bicycle, cities in The Netherlands boast up to 50% of the mode share by bicycling. By prioritizing funding for bicycle and pedestrian projects that provide "Safe Routes to Transit," MTC will be providing real transportation choices that give an incentive to get people out of their cars. With MTC's funding commitment, we could increase the bicycling mode share in the Bay Area from 1% to 10% over the next 25 years. This would also increase transit ridership.



Thank you for your careful consideration of this proposal. We look forward to discussing this further, and to creating 21<sup>st</sup> century transportation solutions. Please contact me at (415) 456-3469.

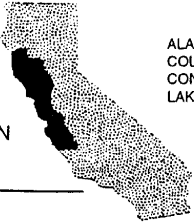
Sincerely,

Debbie Hubsmith  
Executive Director

**LETTER 17 MARIN COUNTY BICYCLE COALITION, OCTOBER 3, 2001**

- 17-A This comment requests the funding for bicycle and pedestrian infrastructure projects in the 2001 RTP and concerns the substance of the RTP itself, not the Draft EIR which provides environmental review of that plan. The comment does not raise environmental issues under CEQA. A response to this comment on the RTP is provided separately. See Appendix F.

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20 September 2001

File # 01-MC-75E

Mr. Joseph P. Bort MetroCenter  
MTC Public Information Office  
101 Eighth Street  
Oakland, CA. 94607

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re: Overview of Draft 2001 Regional Transportation Plan (RTP) for San Francisco Bay  
Region

Dear Mr. Bort;

Thank you for the opportunity to review the overview of the 2001 regional transportation plan for the San Francisco Bay area Draft/August 2001. We examined the above-referenced document and due to the high to moderate sensitivity of the areas being considered this office is recommending a project by project evaluation.

18-A

We appreciate you continued concern for protecting our historical heritage.

Sincerely,

K. Thorne for  
Leigh Jordan, M.A.  
Coordinator

**LETTER 18   NORTHWEST INFORMATION CENTER, SEPTEMBER 20, 2001**

- 18-A   Comment noted. MTC acknowledges the assistance provided by Northwest Information Center staff in the preparation of the cultural resources impact analysis of the Draft EIR for the 2001 RTP. As stated in the Draft EIR, MTC requires project sponsors to comply with CEQA and/or NEPA prior to project approval by MTC.